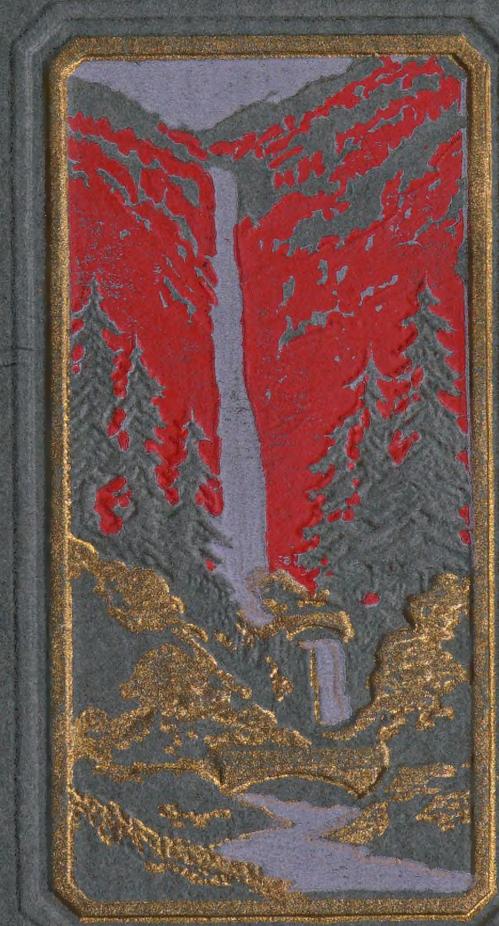


The
PACIFIC
NORTHWEST
and
ALASKA



POLARPAM

POLAR
PAM
4574

Pam. 625. (265). (449) [unclear]

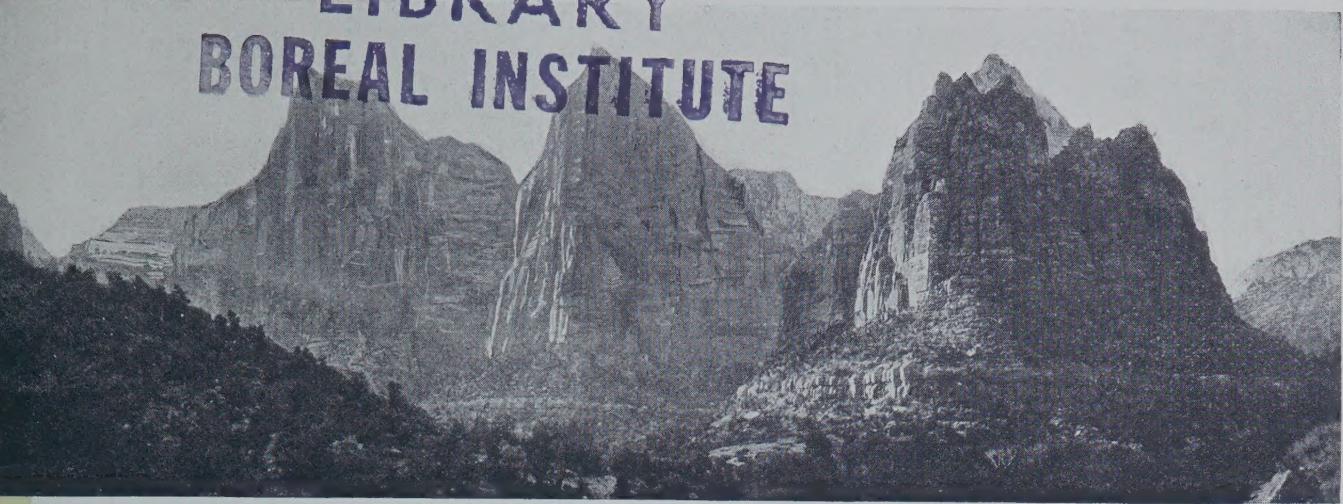
THE
NEW YORK
LIBRARY



LIBRARY
INSTITUTE



LIBRARY BOREAL INSTITUTE



Zion and Grand Canyon National Parks—Bryce Canyon—Cedar Breaks Tours to the Land of Colorful Canyons

THE United States Government has set aside for your enjoyment, the choicest places on this continent, places of grandeur, beauty, and wonder. These are for you. They are the playgrounds of the people. To see them is to make more hearty your affection and admiration for America.

Working in harmony with the Government, the Chicago, Union Pacific and North Western Line, has employed for twenty-six years a staff of travel experts who spend their entire time in arranging attractive vacation tours to your National Playgrounds. Our big purchasing power buys the best of everything. Hotels, resorts and transportation companies leave nothing undone to supply our organized tours with the degree of high class service demanded by this organization.

During the 1926 Season we will operate escorted tours to this Scenic Wonderland, which will include ZION and GRAND CANYON NATIONAL PARK, BRYCE CANYON and CEDAR BREAKS. A tour of this heretofore unknown scenic region, combined with the numerous sight-seeing attractions of Northern Utah and of picturesque Colorado, make up one of the most beautiful and attractive two-weeks vacation trips in America.

Our two-weeks Escorted Tours for 1926 provide a recreational trip with relief from all travel responsibilities and are herewith presented at cost-prices. Our escorted tour tickets include all railroad transportation and, at actual cost, 600 miles by automobile, first-class sleeping car accommodations, meals, hotels—everything arranged in advance and escort furnished without additional charge.

Another great advantage: We have arranged our train schedules so that the regions offering the most scenic attractions are traversed in the daytime. Only direct rail routes are used on these *de luxe* Tours, enabling our patrons to spend all their time in the areas of greatest interest.

These tours, being under the direct management and operation of the Department of Tours, provide many travel luxuries and privileges that can only be secured by traveling with a well-organized, special, escorted party.

To the experience of this Department, the care with which the tours are planned and carried out, and the persuasive prices, add the prestige of the Chicago & North Western Railway and Union Pacific System, both criterions of excellence, that sponsor these tours—the result is the Ideal Vacation Tour.

Rec'd: OCT 26 1965

Order No.: 5839 B

Price \$15.00

Acc. No. \$18.65

DEPARTMENT OF TOURS

MAINTAINED BY

CHICAGO & NORTH WESTERN RY.—UNION PACIFIC SYSTEM

148 SO. CLARK ST., CHICAGO, TELEPHONE DEARBORN 2323

J. Collins
Manager

Zion National Park—Bryce Canyon—Cedar Breaks —Grand Canyon and Colorado Escorted Tours

LEAVE CHICAGO AS FOLLOWS:

Tour	Tour	Tour
Z- 1 Sunday, June 6	Z- 6 Sunday, July 11	Z-11 Sunday, Aug. 15
Z- 2 Sunday, June 13	Z- 7 Sunday, July 18	Z-12 Sunday, Aug. 22
Z- 3 Sunday, June 20	Z- 8 Sunday, July 25	Z-13 Sunday, Aug. 29
Z- 4 Sunday, June 27	Z- 9 Sunday, Aug. 1	Z-14 Sunday, Sept. 5
Z- 5 Sunday, July 4	Z-10 Sunday, Aug. 8	Z-15 Sunday, Sept. 12

DETAILED SCHEDULE

Lv. Chicago.....	8.00 p.m.....	Sunday	C. & N. W. Ry.
Ar. Omaha.....	9.20 a.m.....	1st day.....	Monday
Lv. Omaha.....	9.40 a.m.....	1st day.....	Monday
Ar. Ogden.....	1.05 p.m.....	2d day.....	Tuesday
Seven-mile side trip to Ogden Canyon for trout and chicken dinner			
Lv. Ogden.....	7.15 p.m.....	2d day.....	Tuesday
Ar. Salt Lake City.....	8.15 p.m.....	2d day.....	Tuesday
Lv. Salt Lake City.....	8.25 p.m.....	2d day.....	Tuesday
Ar. Cedar City.....	7.00 a.m.....	3d day.....	Wednesday

SIX DAYS IN UTAH'S SCENIC WONDERLAND

Lv. Cedar City.....	8.20 a.m.....	3d day.....	Wednesday	Automobile
En Route through "Utah's Dixie"				
Ar. Zion Lodge.....	11.30 a.m.....	3d day.....	Wednesday	Automobile
Wednesday Afternoon—Auto tour to the Temple Sinawava and the Narrows.				
Thursday—Trail trip to the rim of the Canyon or to Angel's Landing.				
Lv. Zion Lodge.....	8.00 a.m.....	5th day.....	Friday	Automobile
Stopping en route at Pipe Springs National Monument.				
Ar. Kaibab Lodge.....	5.00 p.m.....	5th day.....	Friday	Automobile
Viewing thousands of deer in surrounding meadows.				
Lv. Kaibab Lodge.....	8.00 a.m.....	6th day.....	Saturday	"
Ar. Grand Canyon.....	9.00 a.m.....	6th day.....	Saturday	"
Spending entire day and night with opportunity to view sunset and sunrise at the Canyon.				
Lv. Grand Canyon.....	8.00 a.m.....	7th day.....	Sunday	Automobile
Passing through Kaibab Forest, viewing Painted Desert in distance.				
Ar. Bryce Canyon.....	5.00 p.m.....	7th day.....	Sunday	Automobile
Monday Morning—Exploring Bryce Canyon from the brink and along the trails.				
Lv. Bryce Canyon.....	1.00 p.m.....	8th day.....	Monday	Automobile
Ar. Cedar Breaks.....	3.30 p.m.....	8th day.....	Monday	"
Ample time to view this amphitheater from North, East and South rims.				
Lv. Cedar Breaks.....	4.00 p.m.....	8th day.....	Monday	"
Ar. Cedar City.....	6.00 p.m.....	8th day.....	Monday	"
Lv. Cedar City.....	8.00 p.m.....	8th day.....	Monday	U. P. System
Ar. Salt Lake City.....	6.30 a.m.....	9th day.....	Tuesday	"
In Salt Lake City one day—Sightseeing tour by automobile. Side trip to Saltair Beach.				
Lv. Salt Lake City.....	5.15 p.m.....	9th day.....	Tuesday	U. P. System
Ar. Denver.....	12.15 noon.....	10th day.....	Wednesday	"
Automobile tour of Denver's Mountain Parks.				
Lv. Denver.....	7.30 p.m.....	10th day.....	Wednesday	A. T. & S. F. Ry.
Ar. Colorado Springs.....	10.00 p.m.....	10th day.....	Wednesday	"
Thursday—Auto trip to Pikes Peak in the morning. In the afternoon, the Circle Drive, including Garden of the Gods, Cave of the Winds, South Cheyenne Canyon, Seven Falls.				
Lv. Colorado Springs.....	7.15 p.m.....	11th day.....	Thursday	A. T. & S. F. Ry.
Ar. Denver.....	9.45 p.m.....	11th day.....	Thursday	"
Lv. Denver.....	11.30 p.m.....	11th day.....	Thursday	U. P. System
Ar. Omaha.....	3.30 p.m.....	12th day.....	Friday	"
Lv. Omaha.....	3.45 p.m.....	12th day.....	Friday	C. N. & W. Ry.
Ar. Chicago.....	7.10 a.m.....	13th day.....	Saturday	"

COST OF COMPLETE TOURS

From Chicago, returning to Chicago

TOTAL COST RATE, PER PERSON:

One person occupying double lower berth.....	\$240.51
One person occupying double upper berth.....	232.05
Two persons occupying one double lower berth (each).....	219.38
Two persons occupying one section (each).....	236.28

Compartment and drawing-room rates on application.

The above rates cover all round-trip railroad transportation; standard sleeping car accommodations as indicated for the complete trip; all meals everywhere; automobile tour of and lodge accommodations in Zion National Park, Grand Canyon (North Rim), Bryce Canyon and Cedar Breaks; accommodations at hotels and sightseeing trips in Ogden, Cedar City, Salt Lake City and Denver, and Colorado Springs; transfer of passengers and hand baggage to and from all hotels—in fact, every actual expense, furnishing the "BEST OF EVERYTHING."

Rates from other cities and rates for other incomplete tours for passengers traveling to the Pacific Northwest, California, etc., on application.

WHY YOU SHOULD JOIN OUR TOURS

Our At-Actual-Cost Tour Service offers you the great advantage of knowing at the outset the exact total cost of your trip. You are relieved of the anxieties and troubles of the independent traveler; all the details connected with your trip are arranged in advance and are carefully carried out by our representative with the party. You are, in fact, more independent in a real sense than the so-called independent traveler, as you are entirely free to enjoy to the fullest extent the pleasures of your trip.

PERSONAL ESCORT

Our Tours are always under the charge of a courteous and experienced representative of the Department of Tours, who accompanies the party during the entire trip and who devotes his attention to the comfort and welfare of our passengers, relieving the individual of the usual travel cares.

FOR WOMEN TRAVELING WITHOUT ESCORT

If a woman be deterred from travel because she must travel alone, our Escorted Tours offer an opportunity to bridge this difficulty and enjoy the trip of a lifetime. Our travel representative will introduce her to the other members of our special train party, look after her tickets, transfers, etc., and insure her against vexation and annoyance. Hundreds of women, as individuals, have joined our Tours. The arrangement offers an opportunity for a business man to send his wife, mother, sister or daughter on a safe, two weeks' vacation amid congenial surroundings.

HOW TO JOIN OUR TOURS

Persons desiring to join one of our Tours should send their names to be registered as early as possible, stating Pullman space required. Reservations will then be made and held until remittance reaches our office, when Tour tickets will be issued. *Remittance should be made not later than seven days before departure of Tour*, but when this is inconvenient, we will, upon request, hold reservations longer. Persons prevented from going, may secure refund in full, provided reservations be cancelled before 1.00 p. m. on date of Tour departure.

Be sure when purchasing railroad transportation that it reads in both directions via Chicago & North Western Railway between Chicago and Omaha, and via Union Pacific System between Omaha and Cedar City, Utah.

Address all communications to C. J. Collins, Mgr., 148 South Clark St., Chicago, Ill., or the nearest representative listed on Page 47 of this book.

SERVICE BY CORRESPONDENCE

With an intelligent understanding of the problems confronting the average person who wishes to secure the greatest benefits of a western vacation trip, the Department of Tours is prepared to give satisfactory service to persons making inquiry by mail. Please feel free to write fully and do not hesitate to ask any question in connection with your journey. Our service makes travel easy, enjoyable and provides for the utmost in sightseeing and recreation within the scope of your trip.

OUR REPRESENTATIVE WILL CALL ON YOU

A representative of the Department of Tours will call on you, if you so desire, for the purpose of giving you all the information you require regarding our Tours. He is courteous, well informed, and a thorough "travel expert."

Tours and Tickets Everywhere

The functions of our Department are manifold. We prepare and furnish, without charge, schedules and routings for societies, clubs, fraternities and organizations who desire special-car or special-train trips to any part of the West.

We will gladly supply information and literature on Colorado, Utah, California, the Pacific Northwest, Alaska, Hawaii and all the National Parks.

If you are planning to travel independently, or to organize a party, please call on any of our listed representatives to assist you. A letter addressed to C. J. Collins, Manager, 148 South Clark Street, Chicago, Ill., will receive immediate and careful attention. Telephone Dearborn 2323.



Escorted Tours

YELLOWSTONE—ROCKY MOUNTAIN NATIONAL PARKS
ZION NATIONAL PARK—UTAH'S SCENIC WONDERLAND
CALIFORNIA (INCLUDING YOSEMITE NATIONAL PARK)

ARE CONDUCTED BY THE
DEPARTMENT OF TOURS

MAINTAINED BY

**CHICAGO & NORTH WESTERN RY.
UNION PACIFIC SYSTEM**

No other western railroad has employed for twenty-six years a staff of travel experts who spend their entire time in arranging attractive vacation tours that provide—

“The Best of Everything”

ADDRESS ALL COMMUNICATIONS TO

C. J. COLLINS, Manager
148 S. Clark Street, Chicago, Ill.

ANY OF THE FOLLOWING REPRESENTATIVES
OR

YOUR NEAREST REPRESENTATIVE LISTED ON PAGE 47 OF THIS BOOK

Department of Tour Representatives

CHICAGO, ILL.....	148 S. Clark Street.....	Tel. Dearborn 2323
C. E. Burgess, Chicago Representative	I. H. Potter, Passenger Agent	
V. J. Schmittroth, Traveling Agent	H. G. Larimer, Passenger Agent	
Jos. Muller, City Passenger Agent	Wm. Hetherington, Passenger Agent	
LOS ANGELES, CAL....306 Central Bldg.....	Tel. Vandike 7076....	C. B. Johnson, Cal. Representative
BUFFALO, N. Y.....202 Ellicott Square Bldg....	Tel. Seneca 4653....	J. M. Higgins, Traveling Agent
CINCINNATI, OHIO....202 Dixie Term'l Bldg.....	Tel. Main 3999.....	C. W. Jackson, Traveling Agent
CLEVELAND, OHIO....939 Union Trust Bldg.....	Tel. Main 3354.....	C. J. Stegeman, Traveling Agent
DETROIT, MICH.....621 Transportation Bldg....	Tel. Main 7260.....	H. P. Dickson, Traveling Agent
INDIANAPOLIS, IND....308 Merchants Bk. Bldg....	Tel. Riley 3110.....	C. A. Stoddard, Traveling Agent
PITTSBURGH, PA.....202 Oliver Bldg.....	Tel. Atlantic 5215....	W. Evans, Traveling Agent
MILWAUKEE, WIS....99 Wisconsin St.....	Tel. Broadway 4980....	C. E. Frain, Traveling Agent
ST. LOUIS, MO.....2053 Railway Exch. Bldg....	Tel. Garfield 1304....	C. M. Rollings, Traveling Agent

LIBRARY
BOREAL INSTITUTE

Rec'd: OCT 26 1965
Order No. 583918
Price \$5.00
Acc. No. 108.65

COPYRIGHT 1925 BY
W. H. MURRAY
GENERAL PASSENGER AGENT
UNION PACIFIC SYSTEM
OMAHA, NEB.



The
PACIFIC
NORTHWEST
AND
ALASKA



ISSUED BY THE
UNION PACIFIC SYSTEM



Alpine Meadows, Paradise Valley, Mt. Rainier National Park



The PACIFIC NORTHWEST

ALAND of allurement and mystery in the opening years of the nineteenth century—a vague, far place where unnamed water-courses bore their burdens to the blue Pacific, where vast forests grew and tremendous mountains were linked in the fellowship of unexplored ranges—such was the Oregon Country in 1804 when Captain Meriwether Lewis and his comrade, William Clark, left the known for the unknown and blazed the first American trail overland to an empire. Compassed within the Oregon Country were the future states of Oregon, Washington, and Idaho, with their challenge to the spirit and hardihood of the pioneers. And the contented dwellers of the East laughed at the folly of those valiant men and women who took the western trail and set the frontier of civilization by another sea.

The mystery is gone—but the allurement remains. The great Pacific Northwest, now firmly and indispensably fixed in the economic weld of the nation, and bound to the East by steel, is not only a land of high scenic beauty, progress, and plenty, but one of perennial opportunity. Within its boundaries are majestic, glacier-riven mountains, broad fertile valleys, lakes, rivers, cataracts, canyons, primeval forests, fjords, inviting glens, and picturesque resorts without number. It is a land of scenic glories, caressed by a climate whose winters are mild and whose summers are cool.

The Union Pacific System holds, with the emigrants of the Overland Trail, the honor of pioneering—for it is the pioneer road of the West, and the trail it takes is the same that the buffalo followed, the tribesmen traveled to hunt or war, and that witnessed the overland movement toward the vast territory it now serves. It thrusts through Idaho and down through the majestic gorge of the Columbia to tide-water at Portland; it reaches north through the Inland Empire to Spokane and the famed mines of Coeur d'Alene and northward again from Portland to the busy harbors of Tacoma and Seattle—a mod-

ern transportation service that admirably attests the vigor and stability of the old Oregon Country.

Those who visit the western wonderland for the first time, who stand beneath the forest giants that were aged when Captain Gray turned his ship's prow up the Columbia, who glimpse the snowy ranges rising above the evergreen forests, who see the salmon leap from swift mountain water, are thereafter thralls to the spell of one of the most marvelous out-of-doors in all America. Within the hour, they may leave its busy cities and penetrate the unchanged wilderness where human emotion falters before the craftsmanship of Omnipotence.

Historically, the Oregon Country, comprising the Pacific Northwest, is an epic in the annals of America. It was Captain Gray, Yankee skipper of a Yankee ship, who discovered the Columbia River in 1792, setting at rest the controversy that affirmed and denied the existence of the mighty stream. President Thomas Jefferson sent Lewis and Clark to explore that unknown land "where rolls the Oregon." They journeyed overland through the hunting grounds of wild tribes, and won their way to the Pacific. And they were Americans who cast the die for America at Champoeg in 1843, and by the establishment of an American provisional government made certain the nationality of the new empire.

Less than a century ago the wilderness ruled. Today the traveler there finds fruitful valleys and plains covered with farms and orchards and dotted with cities and towns where thriving industries turn native products to the nation's use. The forests send their lumber to all parts of the world, and along the mountain streams hydroelectric plants provide light and power for civilization. And the Pacific Northwest holds its broad cultivated acres, its varied industries, its treasures of homes and commerce with the assurance of youth—of achievement that, mighty as it has been, is yet at the threshold of destiny. The diversity of its scenery and resources, the equable, invigorating climate have made,



Hood River Valley and Mt. Hood, Oregon

and will continue to invoke the strongest appeal to the traveler for pleasure, the homeseeker, and the manufacturer.

Its waterways are mighty avenues of commerce that communicate with the marts of the world. Its glacial mountain peaks are the most dignified, picturesque, and easily accessible of any on the continent. Its forest fastnesses are deep, mysterious, and oftentimes pathless. Its valleys, particularly on the ocean side of the Cascade Range, are charming visions of green and purple and gold, set in frames of Nature's rugged handiwork, revealing fertile pastures, farms, and orchards. Its leading cities rank in commercial importance and civic pride with the big cities of the nation, and possess that peculiar type of frontier vigor which keeps them fully abreast of the march of progress. The architecture of their splendid business blocks is up-to-date, and their hotels compare with the best anywhere for imposing and artistic design and luxurious equipment.

The passion for good roads has produced the famous Columbia River Highway, unique among national roads and ranking high among the greatest thoroughfares on earth. In like manner, the roads to and in Mount Rainier National Park, and others ramifying in every direction from all the

large cities of the Northwest, are models of hard-surface construction, easy grades and attractive settings.

Geographically the Pacific Northwest is divided into two distinct sections by the Cascade Range which extends north and south across Oregon and Washington.

West thereof to the ocean, comprising about one-third of the entire domain, the atmosphere is genial, soft, and moisture-laden, the result of the warm ocean winds striking the cold mountain barrier and rebounding in condensed form. This produces a phenomenally clear and pure atmosphere, with all nature clothed in rich, unchanging green.

This western section is divided into the Puget Sound and the Columbia River regions. Its delightful spring-summer season, which begins, say, in April and ends in October, may have a temperature fluctuating between sixty and eighty-five degrees. For forty to fifty days during July and August, there is almost no rainfall, yet occasional fogs and dews completely dispel any tendency to drouth and the nights are cool and refreshing. Its summer climate is the climax of its enchantment. Every hour in the twenty-four is pleasant, comfortable and invigorating. The supreme de-



Portland, Oregon, from the air

light of living in the Pacific Northwest is to be out in the open, when every breath brings new life and renewed zest.

East of the mountains, throughout the Inland Empire, the air is much dryer and the rainfall is less frequent.

Oregon

Oregon, 96,699 square miles in area and the state which has preserved the original name of the great Northwest, shares in the diversity of climate and industry created by the Cascades. Its altitudes vary from sea-level along the coast to the 11,225-foot summit of the Cascades. Its vacation pleasures are as diverse. One may spend the day along a trout stream, on the golf links, beside the sea, or above the clouds—snowballing on the crest of Mount Hood.

The state has been divided by nature into three geographic sections, Eastern, Central and Western. Eastern Oregon is that section comprising the rich and beautiful Blue Mountain region, extending along the foothills of the eastern and western slopes of the "Swiss Alps of America" from the Columbia to the Nevada state line. Central Oregon is that great area lying between the Blue Mountains on the east and the Cascades on the West, and where irrigation prevails it is rich in agri-

cultural development. Western Oregon includes that highly developed portion of the state which lies between the Cascades and the Pacific Ocean. It contains the wonderful Willamette, Umpqua and Rogue River valleys, beautiful, fertile and altogether desirable. The winters are mild and green grass carpets the land the year round. The heat of summer is never excessive and nights are always cool.

To the traveler in quest of fine scenery, the territory of the Union Pacific System in Oregon is full of interest. It is a land of snow-crowned peaks and smiling Alpine meadows, of rushing streams and silvery waterfalls, of great forests with their cool shadowy trails and colonnades of towering fir, of thundering waves and attractive beaches. The Blue and Wallowa Mountains in Eastern Oregon are separated from the Sawtooth Range of the Rocky Mountains by the Snake River which has cut a deep and remarkably picturesque gorge half way between Huntington, Oregon, and Lewiston, Idaho. These mountains are of great height. Their snow fields provide an abundance of water for irrigation.

Here was the home of Chief Joseph, the Nez Perce, who was called "the Red Napoleon" because he outclassed his pursuers in the war of 1877.

The Gorge of the Columbia, where the waters of the giant stream glide between eternal buttresses carved from the mountains—and where, so Indian legend declares, "the Bridge of the Gods" once spanned the river; the dalles, turbulent, unfathomed torrents of the Columbia pouring through the grooved basalt in narrow channels; the matchless waterfalls along its course; the pyramid of Mount Hood, commanding the long parade of the Cascades; the serpentine canyon of the Deschutes River—these are ineradicable memories to the beholder.

Less than one-fifth of the tillable land of Oregon is under cultivation—yet where the plow has been driven, crops and orchards grow that have set new standards the world over. Though a bountiful dower of timber and minerals lends industrial impetus to Oregon, the true wealth rests in its soil. Agriculture maintains a varied array of manufactures and guarantees the steady increase of industrial enterprises.

The annual rainfall in Oregon varies from ten to one hundred and twenty inches and this variance affords scope for agricultural specialization. West of the Cascades the winters are open and in every month of the year the plow cleaves the deep, rich, gray, or black loam. Eastward the soil is of volcanic origin, disintegrated to high fertility. Under irrigation it grows record crops of grain, alfalfa, grasses, fruits and vegetables. The homeseeker, with but a tithe of the effort that pioneers expended,

may enter and possess a rich share in the heritage of the state.

The Columbia River Region

The charm of the Columbia River Valley is in the majesty and variety of its scenery. For one hundred miles east

of Portland, and westward for more than one hundred miles to the Pacific, the course of the mighty stream unfolds vistas of lofty mountains, noble cliffs, boundless forests, green valleys flourishing with fields and orchards, rugged gorges, riotous cascades, and waterfalls of matchless beauty. Excellent hunting and fishing may be enjoyed.

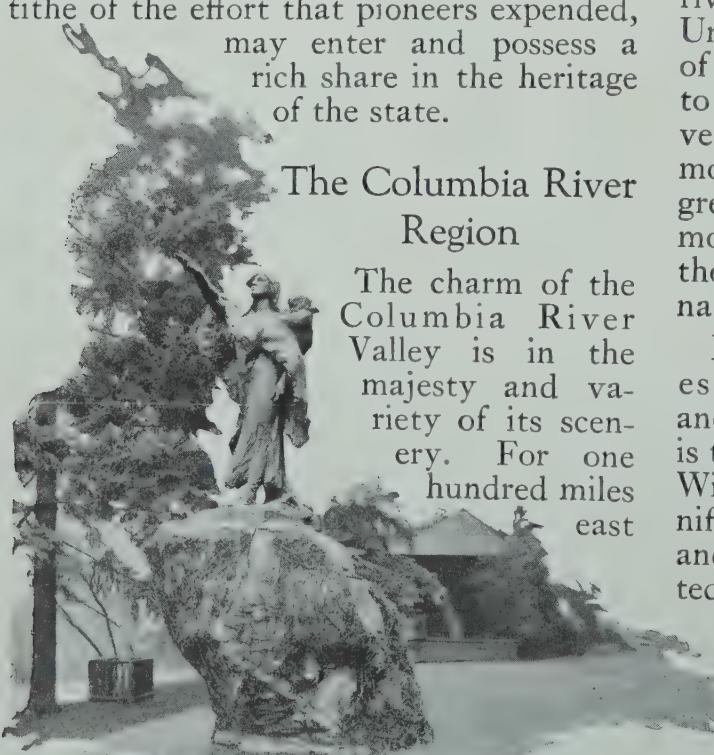
The mighty Columbia embraces a tributary country of fully two hundred and fifty thousand square miles. From the viewpoint of the tourist, that portion of the Northwest related most intimately to it extends from the Pacific Ocean inward two hundred miles or more. The river forms the boundary line between Oregon and Washington.

In the building of the West, Nature conceived a series of heroic designs. How well she succeeded let the tourist decide, as he wanders in awe and delight up and down her mighty cathedrals. She has sent a resistless river directly through a range of towering mountains and produced a sculptured gorge whose grandeur must be seen to be appreciated. The entire region is, in reality, an immense mountain park through which an imperial river rolls ceaselessly to the sea, plucking lacy columns of falling water from precipices whose backgrounds are the ice-tipped giants of the Cascades.

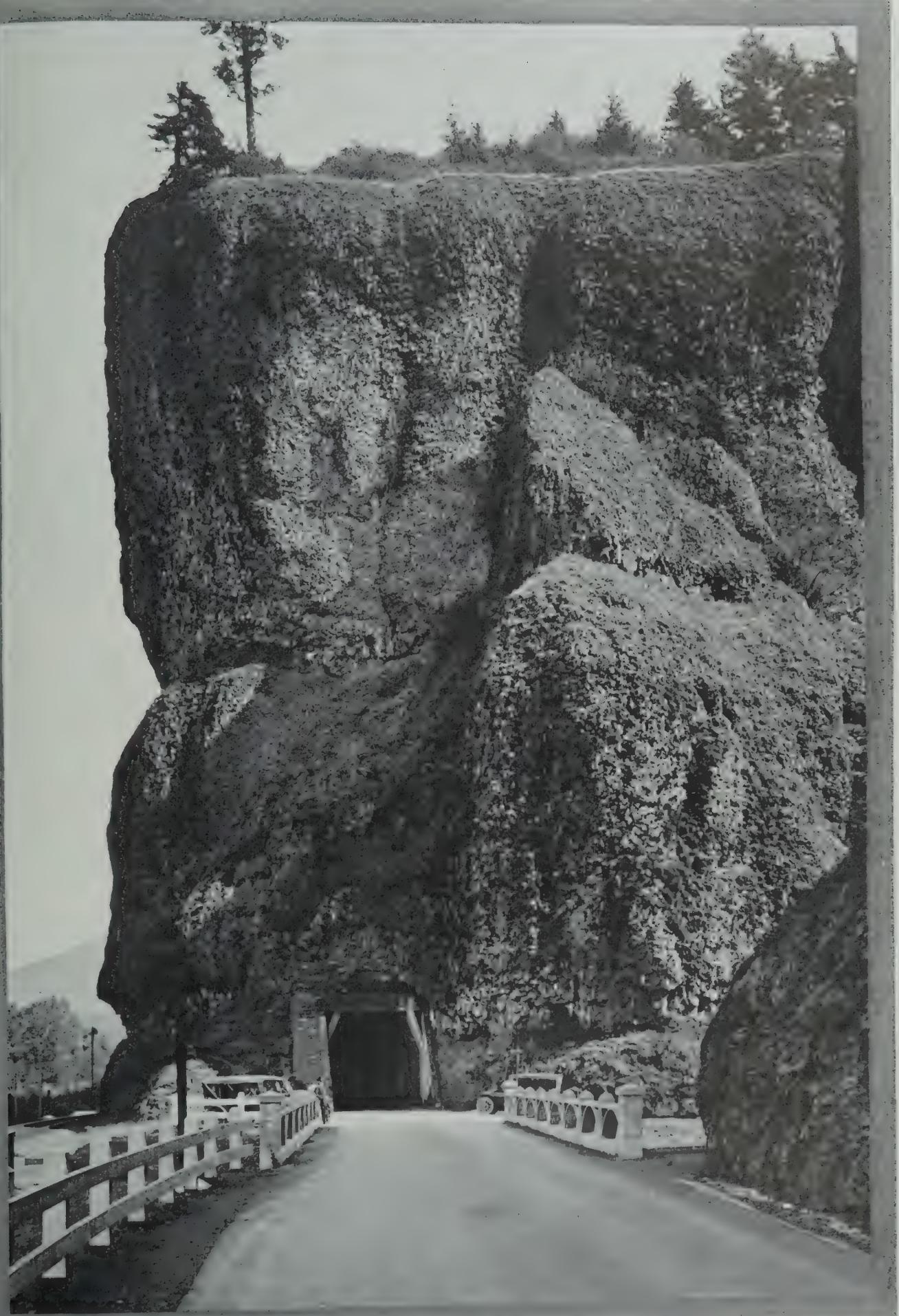
Nature made this wonderland easy of access, and in this respect, man has greatly improved her approaches. The founders of the Overland Trail first followed the river's passageway to the sea; then the Union Pacific System spiked its boulevard of steel along her shores from Wallula to Portland, exerting its energies and investing its moneys to encourage and promote the commercial development of this great northwestern empire; now a splendid motor highway adds another channel for the traveler. Moreover, the stream is navigable for three hundred miles.

PORLAND. Portland, on the finest fresh water harbor of the Pacific Coast and with a forty-foot channel to the sea, is the center of the Columbia River region. Within its wide range of vision is a magnificent combination of forest, stream, and mountain. The Willamette River, dotted with tree-decked islands, sweeps gloriously through

the heart of the city. Almost every street is shaded by trees.



Sacajawea Monument, Portland



Oneonta Bluff and Tunnel, Columbia River Highway



Harbor View, Astoria, Oregon

Nature's wild tangle of blossoming things of a generation since has given way to paved streets and homes, massive blocks of skyscrapers, churches, schools, libraries, the clang and whir of industry, and the activities of its 325,000 inhabitants.

Commercially Portland offers unexcelled advantages. It is a conservative and wealthy metropolis, the Queen of the Oregon Country, whose fertile fields, tremendous forests, factories, shipyards, power plants, mills, and quarries unnumbered are yielding rich returns. The surrounding region is of vast potential agricultural development, a storehouse of mineral wealth, and bears on its surface the greatest stand of timber in all the world. Because of Portland's unique position relative to this great area it is sometimes termed "The Clearing House of an Empire." It is the chief lumber manufacturing and shipping city in the world, the principal wheat port and largest flour mill city on the Pacific Coast, and a great wool and meat-packing center. It is also the foremost banking center of the Pacific Northwest. Five railroad systems enter this metropolis and ships from all nations come into its harbor which has 30 miles of water front and 7 miles of docks. There is an abundance of hydro-electric power at its gates.

Portland is known world-wide as the Rose City. Its climate and soil lend themselves singularly well to the cultivation of rose-gardens, and one can see finer specimens in a walk about the city than in any hothouse on earth. Nearly every avenue in the residence district is bordered by masses of blossoms, and porches and houses by the hundred are unbroken embankments of roses. Portland's Rose Festival, usually the first week in June, has become an event of national renown.

Though essentially a city of homes, Portland does not lack in abundance that fine spirit of hospitality which is so appealing to the stranger. It has a splendid auditorium and magnificent hotels and apartment houses. There are twenty-one public parks and playgrounds and excellent street car and interurban service.

PORLAND TO THE SEA. The ride, by rail or steamer, from Portland to Astoria, near the mouth of the Columbia, is one of great charm. Astoria, the oldest settlement in the Pacific Northwest, is a thriving city with an immense salmon industry and extensive shipyards. After crossing the Columbia by boat from Astoria, a line of the Union Pacific System may be taken to the attractive beach resorts extending from

Ilwaco to Nahcotta, on the Washington coast.

GOOD ROADS. There are good roads everywhere hereabouts. The roads leading from Portland to other parts of the state are not only numerous, but they are exceptionally well built and maintained. As a matter of fact, Oregon is at the forefront in its plans for modern road construction and contemplates immediate and large expenditures in road building.

THE COLUMBIA RIVER HIGHWAY. Undisputedly supreme in the nation's list of scenic roads is the Columbia River Highway. It may now be traveled from the shores of the Pacific, near Astoria, at the mouth of the Columbia, eastward to Portland, thence onward through the Cascade Range, a total distance of 337 miles; the roadway is twenty-four feet wide, with a bitulithic surface, and its steepest grade does not exceed five per cent. Eventually the highway will be extended eastward to the Idaho boundary. Its hard-surface pavement (more than two hundred miles in length), easy grades, and curves protected by parapets of stone and concrete, and its artistic bridges of concrete, the product of expert engineering, remove all sense of fear as one rides or drives around vertical cliffs, or across deep canyons where it was necessary, when the engineers were making the surveys, to suspend them by ropes over rocky promontories in order to align the grades. Its construction commenced in 1913 and the official opening of the first stretch completed took place in July, 1915.

The highway enters the gorge of the Columbia at the western gateway, far above the river. Crown Point, a huge monolith more than seven hundred feet high, around whose crest the highway runs in a ma-

jestic curve that describes three fourths of a circle, is the salient feature of the landscape. On its summit a unique memorial of stone and concrete, dedicated to the pioneers of Oregon, serves the public as a place for observation, shelter, and comfort. The tracks of the Union Pacific System wind around this impressive promontory and, in fact, parallel the entire highway from Portland through the Cascades, offering passengers wonderful views of the inspiring scenery of the gorge.

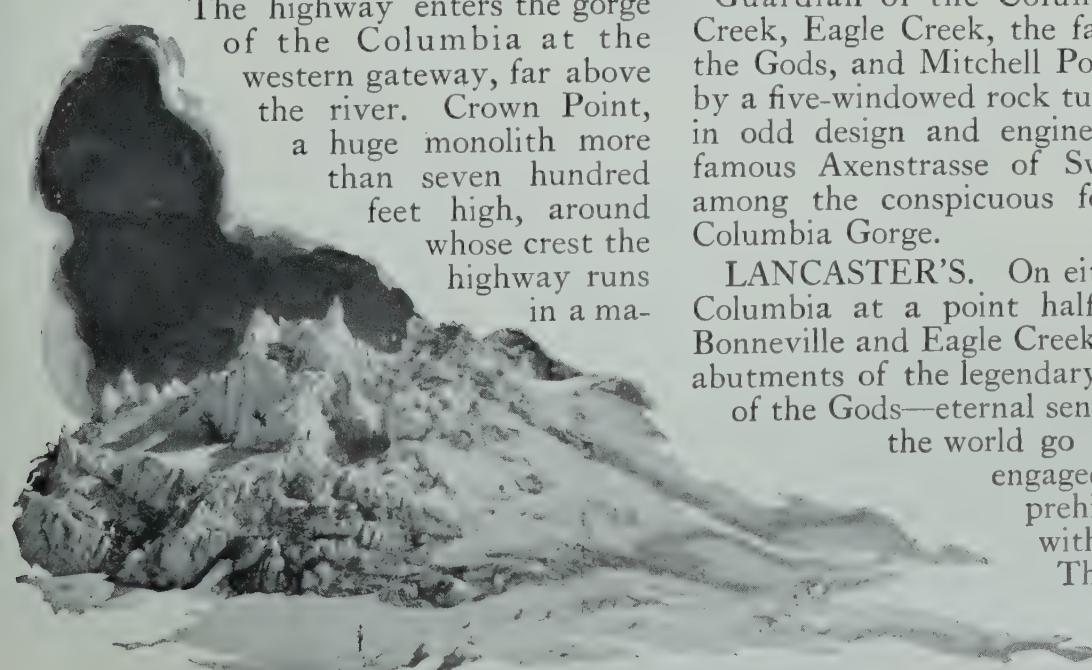
WATERFALLS OF EXQUISITE BEAUTY Within the next few miles, nearly a dozen waterfalls of national renown command the observer's admiration. Among them are Latourelle, Mist, Bridal Veil, Wahkeena, and Horsetail. Most celebrated of all is the enchanting Multnomah, falling daintily more than six hundred feet, and taking rank among the highest waterfalls in the nation. Its waters first leap 541 feet into a circular basin, from which they cascade for 10 feet and are then quickly sent for another plunge of 69 feet, whence they finally cascade downward to the Columbia. Union Pacific trains go directly past the foot of the falls.

Onward through the gorge, which is sculptured into massive palisades of columnar basalt, is found a wild profusion of beauty. Colors of the greatest brilliancy flash at every turn. The rocks are mantled with the moss of centuries, and the foliage and wild flowers attain a most luxuriant growth. Shepperds Dell, Oneonta Gorge, a remarkable cleft in the canyon wall, Beacon Rock, St. Peters Dome called the "Guardian of the Columbia," Tanner Creek, Eagle Creek, the fabled Bridge of the Gods, and Mitchell Point, penetrated by a five-windowed rock tunnel surpassing in odd design and engineering skill the famous Axenstrasse of Switzerland—are among the conspicuous features of the Columbia Gorge.

LANCASTER'S. On either side of the Columbia at a point half way between Bonneville and Eagle Creek, rise the shore abutments of the legendary or real Bridge of the Gods—eternal sentinels watching

the world go by after having engaged in a terrific prehistoric struggle with the elements.

This is the divide in the Cascade Range. Here nature



Ice Pinnacles on Mt. Hood



1 Mt. Hood from Laurel Hill

3 Rose Approach to Portland Home

2 Shoshone Falls, Idaho

4 Crown Point and Columbia Gorge, Columbia River Highway

5 Columbia Highway at Shepperds Dell

gives its wildest, most beautiful expression. Stately trees and underbrush add their touches of springtime greenery to the picture.

Over this scene Samuel Lancaster, highway engineer, wrote his personality in fashioning the great Columbia River Highway. The seventy-two acre tract adjoins the State Fish Hatchery and the picnic grounds at Bonneville on the west. The Columbia Gorge Park of the Oregon National Forest, embracing 14,000 acres, stretches away to snow-capped peaks on the south and east, while to the north the grounds overlook the majestic Columbia, commanding a marvelous panoramic view.

This delightful summer camp in the heart of the mountains, easily accessible by river, highway and train, is always the spot for seeing the most beautiful nature pictures in the gorge.

Students and scholars, botanists and geologists will find this a paradise. Fossil trees and plant life abound, and the flora of the present is exquisite. Artists and writers will find here a rich field for endeavor where music of many waterfalls, and mountains in spring robes of many-hued greens charm throughout long summer days.

Each tent house is a home with electric lights, pure spring water and all conveniences. Excellent meals in a rustic dining room among great trees. Perfect quiet for those who prefer it for rest or work; amusements of all kinds; foot and pony trails to mountain peaks; swimming, boating, Columbia River Highway trips, campfire songs and bedtime stories.

Twenty-three miles east the Hood River Valley forms a charming scene with the little city of Hood River, center of a famous apple-producing district, nestling at the eastern foot of the mountains. This charming town is surrounded by fine orchards, berry fields, and flower gardens; and just in the outskirts, westward, near the highway, is the beautiful Columbia Gorge hotel.

The most recent development of import in the road construction in this region of Oregon is the completion of the Mount Hood Loop Highway. It extends from Portland southward, around the base of Mount Hood to the city of Hood River where it merges into the

Columbia River Highway. The Mount Hood Loop, easily a day's comfortable ride from Portland and return, is destined to become almost as famous as the original Columbia River Highway.

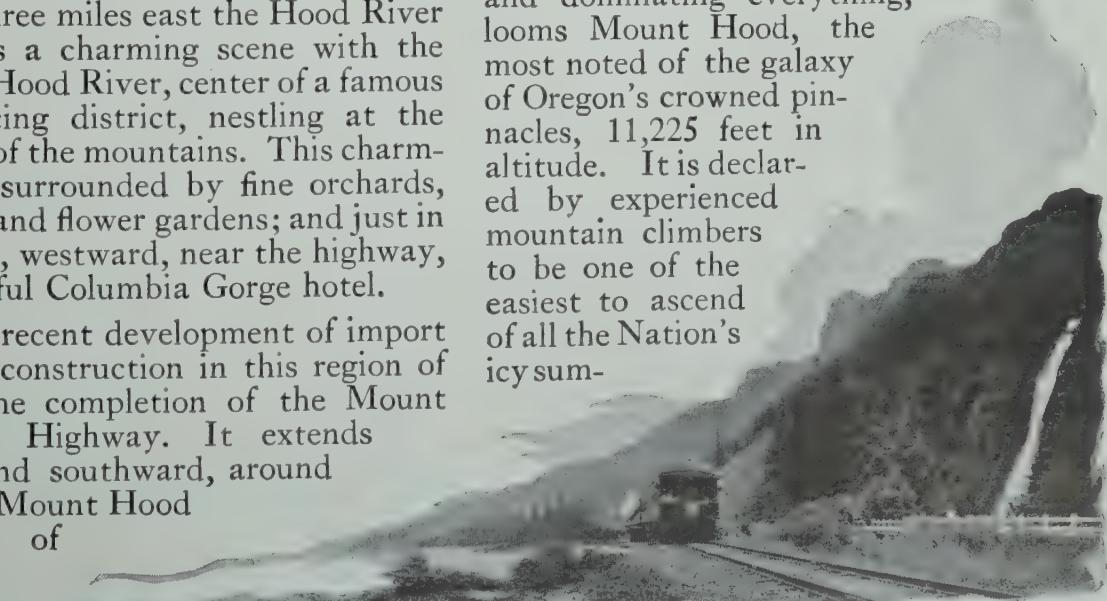
MOUNTS HOOD, ST. HELENS, AND ADAMS. One of the most noteworthy and captivating characteristics of the Columbia River region is the cyclorama of mountains. From almost any point in and about Portland, the range forms the predominating feature of the entire landscape, and numerous hills and eminences surround the city.

Just across the Columbia, in Washington, tower Mount St. Helens and Mount Adams. The first has a transcendent beauty—a perfect, pure white cone of nearly ten thousand feet that almost seems to be an artificial monument to some god of the ancients. Adams is more massive in structure, standing 12,307 feet above sea level; and whether seen from Portland or from the Yakima Valley in the Inland Empire, it is a most conspicuous landmark.

Near Mount Adams is Trout Lake, a quiet mountain resort. About Trout Lake and Mount Adams are glaciers, ice caves, and mountain streams; the mountain can easily be climbed from Trout Lake.

This entire region, on both sides of the Columbia, is not surpassed in the United States for its scenic variety and grandeur. Roads and trails lead to delightful haunts—lakes, promontories, valleys, trout streams, parks, and camping spots, all more or less conveniently near Portland and reached by train, river steamers or roadway.

At the head of the Hood River Valley and dominating everything, looms Mount Hood, the most noted of the galaxy of Oregon's crowned pinnacles, 11,225 feet in altitude. It is declared by experienced mountain climbers to be one of the easiest to ascend of all the Nation's icy sum-



Horsetail Falls from the Portland Limited



Tacoma—Mt. Rainier in Background

mits. Though not as high as Rainier, it lacks nothing of mountaineering thrill and adventure.

Convenient half-way rendezvous which break the severity of the trip are Mount Hood Lodge and Cloud Cap Inn on the north side, and Government Camp on the south, all easily reached from Portland in five or six hours; the two first named, by rail and highway, through the town of Hood River; the last by auto only. On the south side of Mount Hood are a number of resorts conveniently reached by automobile or auto stage from Portland. Of all the peaks of this immediate region, Hood is the most fascinating.

EAST OF THE CASCADE RANGE. There is not the same scenic glory east of the Cascade Range that so emphasizes that portion west of it, though it does not lack industrial interest. At the Dalles of the Columbia the river curves gently and the palisades of basalt narrow until there is a width of but little more than a hundred feet for the passage of the mighty stream, which leaps, rushes, and seethes in a series of furious rapids, whirlpools and falls. Celilo Canal is a recent \$5,000,000 Government enterprise, which, in connection with the Cascade Locks, opens the Columbia River to commerce around the Columbia

Cascades and Celilo Falls, with points north of Wallula, Washington, and up the Snake River to Lewiston, Idaho.

The Deschutes River Canyon is parallel to and eroded along the eastern edge of the Cascade Range, forming a stupendous gorge to the junction of the stream with the Columbia River. The river descends more than 3,500 feet in one hundred and fifty miles, and grotesquely carved and curiously tinted rock walls rise 1,500 feet above its waters. It is a worth-while trip, particularly for lovers of fishing.

The Cascade Range, as viewed from the eastern side, is very different from the outlook at Portland. From about Madras, Redmond, Prineville and Bend it accentuates one's love of the mountains. And this eastern section—a land of wide spaces, big and little ranches, irrigated areas, volcanic flows, timbered slopes—is one of keen interest aside from the scenic attractions of the Cascades.

From Bend, the metropolis of central Oregon, a good road extends through the timbered stretches along the eastern side of the mountain range to Crater Lake National Park, and Klamath Falls, near the Oregon-California line—also to the charmingly picturesque mountain lakes Paulina, Davis, Waldo, Odell, Crescent



View of Spokane, Washington

and Diamond, ideal camping resorts on the very ridge of the Cascade Mountains and famous for trout fishing. Klamath Falls is the eastern gateway to Crater Lake National Park.

Pendleton, Oregon, is an enterprising modern city in the center of a great wheat and wool growing region. It holds, in September each year, a noted frontier festival called "The Round-up." The program is made up of races, roping, bucking horse contests, "bulldogging" steers, and many other equestrian feats of thrilling interest, planned to revive and perpetuate the fading romance of the "Wild West." This is a community celebration and draws an attendance of more than fifty thousand people from all parts of the United States and from abroad.

La Grande, another thriving city of eastern Oregon, is the junction point for a side trip into the wonderful Wallowa region. Wallowa Lake is one of Oregon's beauty spots. It is the objective of thousands of tourists every year. Surrounded by snow-capped peaks of unusually rugged appearance, the lake is sometimes likened to those of Switzerland. Near its southern shore is a plateau shaded by mountain pines, in the midst of which is a pretty resort. Farther back are forests and cat-

aracts and lakes and crags and peaks, where a whole summer may be spent exploring the wildest of rugged mountain haunts.

At Hot Lake is a large sanatorium built over a huge spring of water heated by nature to one hundred and ninety-six degrees Fahrenheit, gushing out of the mountain-side, nine miles east of La Grande, Oregon.

WESTERN OREGON. Western Oregon's appeal to the tourist is a scenic one—through its mountains, forests, rivers, valleys, and the ocean with its fine beaches. Its agricultural and industrial importance make it a homeseeker's paradise.

Western Oregon is all of that section of the state lying west of the Cascade Range. Its outstanding features are the three valleys of the Willamette, Umpqua, and Rogue rivers. The first, about equal in size to the Connecticut, is larger than the other two combined; but all possess rare and peculiar charms.

This territory lies south of, and is primarily tributary to Portland. Visits from that city to the Oregon beach resorts, Newport, Sunset, Coos Bay and Bandon, take one through the entire Willamette Valley, while a trip to Crater Lake or the Oregon Caves includes the other two.

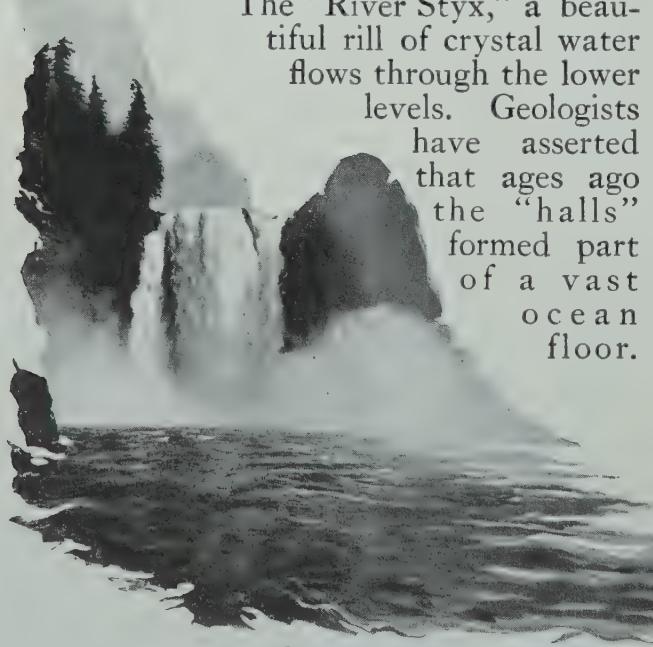
The thrifty inland cities constituting the chief urban life of these valleys are Salem—the State capital, Albany, Corvallis, and Eugene, in the Willamette; the two latter, respectively, are seats of the Oregon Agricultural College and the University of Oregon. Roseburg is the metropolis of the Umpqua Valley, and Medford and Ashland share the honors in the Rogue River Valley, Ashland has distinction as an American Spa, being the site of an unusual mineral spring.

Grants Pass is the gateway to the Oregon Caves, a National Monument in the Siskiyou Mountains, familiarly known as the Marble Halls of Oregon, thirty-seven miles distant and an interesting and very grotesque example of natural architecture.

The caves contain hundreds of rooms and compartments. Subterranean rivers are heard, sometimes overhead, sometimes beneath the lanes of travel, echoing in the dark, mysterious caverns yet to be explored by adventurous guides. So far as they have been explored, the caves consist of three and one-half miles of marble passages and grottoes from one to five stories in height. In some places the chambers are of immense proportions; in others, quite small. The largest one known is over five hundred feet long, with ceiling one hundred feet above the floor.

The formations are rich and wonderfully varied in colors. In some chambers the stalactites glitter like diamonds. In others they assume flower-like shapes and again fantastic proportions. In some of the halls the stalactites and their stalagmitic sisters unite, forming pillars of surpassing symmetry and beauty.

The "River Styx," a beautiful rill of crystal water flows through the lower levels. Geologists have asserted that ages ago the "halls" formed part of a vast ocean floor.



Snoqualmie Falls, near Seattle

CRATER LAKE NATIONAL PARK.

In the midst of the Cascades of southern Oregon is Crater Lake National Park. It contains a lake of exquisite beauty whose blue waters rest in the crater of an extinct volcano, more than six thousand feet above sea level.

Ages ago Mt. Mazama, a lofty volcano, ranked with Shasta and Rainier among the kings of the Pacific Coast peaks. Within its heart the fires must have raged with extraordinary fury, for they burned out its center, leaving but the shell of a mountain. Then came a stupendous eruption, or some similar cataclysm; the volcano exploded and its crest collapsed within its hollow base. No witness recorded this monstrous spectacle, but to the geologists the evidence of its occurrence is complete. Since then the accumulating rain and snow of unnumbered centuries have been held in the wrecked crater, forming a lake five miles across and two thousand feet deep.

Crater Lake, born in the ruin of a volcano, is the bluest and deepest of lakes, and when its water is dipped up it is crystal clear. Its glorious colors range from brilliant ultramarine to turquoise and light jade blue. The lake has no outlet. An atmosphere of mystery broods over its lovely surface, and its precipitous lava walls, two thousand feet high, suggest unearthly forms. Today two beautiful islands alone break the placid surface of the lake. One of these, Wizard Island, is a crater within a crater, while against the western shore a craggy islet called the Phantom Ship appears and disappears in the shifting light. Indian legends declare the lake to be the dwelling place of demons.

When discovered, Crater Lake contained no fish, but it is now well stocked with rainbow trout, noted for their fighting qualities. There are plenty of row-boats and launches for hire.

The Park may be approached either from Medford, its gateway on the west side, or Klamath Falls, on the east, and the auto stages operating daily reach the summit before dinner, where a warm welcome awaits visitors in the big Lodge occupying an imposing site near the edge of the rim on the south. The season is from July 1st to September 30th.

In addition to the Lodge, tent and camp



1 One of Seattle's Hotels

2 Mt. Seattle in the Olympic Range

3 Airplane View of Orchards near Kennewick, Wash.

4 Hayden Lake, near Spokane

5 Beauty Bay, Coeur d'Alene Lake, Idaho

6 Export Lumber, Grays Harbor, Washington



Mt. Rainier and Paradise Inn

accommodations are available and every comfort is provided for visits of any duration.

Washington

Washington, the outpost state at the northwest corner of the nation, contains 69,180 square miles, and is comparable to Oregon in scenery, climate, opportunity, and resources. Here, too, the Cascade range splits a commonwealth into two zones of plenty, differing in climate and product, but alike in prosperous progress. Conditions of rainfall and tillage are identical with those prevailing in the same sections of Oregon, though the industrial development of the state has enlisted almost three-fourths of its population in pursuits other than agriculture. And the call of Washington to the homes求er of the East, to those in quest of a land where vacation is ever near, is the persuasive, eloquent call of the great Northwest.

Lumbering was the dominant industry of Washington for many years, but development along agricultural lines has made the soil the principal resource. Though this is true, agricultural opportunity is yet at the outset, for half of the arable land is either undeveloped or producing but a small por-

tion of the possible crop. Where the lumberman has cleared the forest there are broad expanses of cut-over lands awaiting settlement. There are valleys pleasantly situated, ideal for community life, where the soil awaits but irrigation to bring it into prodigal bearing. Conservative surveys disclose more than 20,000,000 acres of undeveloped land capable of producing profitable crops.

Washington farmers practically monopolize one new and widening market—that of Alaska. In the north country their produce, including beef, pork, poultry, butter and eggs, finds ready sale and guaranteed prices.

Dairying is an attractive industry, though the general scope of Washington's agriculture ranges from great herds of live stock to perfect apples, and the heavy production of small fruits and berries.

As the Puget Sound cities are the centers of manufacturing and shipping, so are they the focal points for tourists who seek The Mountain—Mount Rainier, which, rising in stately dignity from the level plain to an altitude of 14,408 feet, is one of the most inspiring peaks on the continent. It is fifty-six miles southeast of Tacoma, and ninety-six miles from Seattle—by splendid

roads—and forms the central majesty of Mount Rainier National Park.

Puget Sound, rich in fisheries and supremely picturesque, gives ocean ports to its cities, and furnishes as well a perfect salt water playground—where pleasure crafts dart through the island channels, and beautiful homes beckon across miles of tranquil water. And between the sound and the sea is the fastness of the Olympic Mountains—teeming with great trout, big game, and vacation adventure.

The Puget Sound Region

The Puget Sound territory embraces the extreme northwestern corner of the United States and the extreme southwestern corner of Canada. It confines itself to the State of Washington and the Province of British Columbia. It can be traveled easily from end to end within the space of twenty-four hours, but the more leisurely tourist can spend an entire season within it and not exhaust its wonders.

Puget Sound itself is an unusual and mysterious body of water. It is of the ocean and yet not a part of it. From the Pacific at Cape Flattery, the Strait of Juan de Fuca extends well in toward the mainland and there joins the large body of water composed of innumerable bays, arms, and channels that Captain George Vancouver discovered, named and mapped late in the eighteenth century. Vancouver, however, gave the name Puget Sound, after one of his lieutenants, only to the estuary in the neighborhood of Olympia and Tacoma. It is now generally applied to the entire body of water from the vicinity of Victoria and

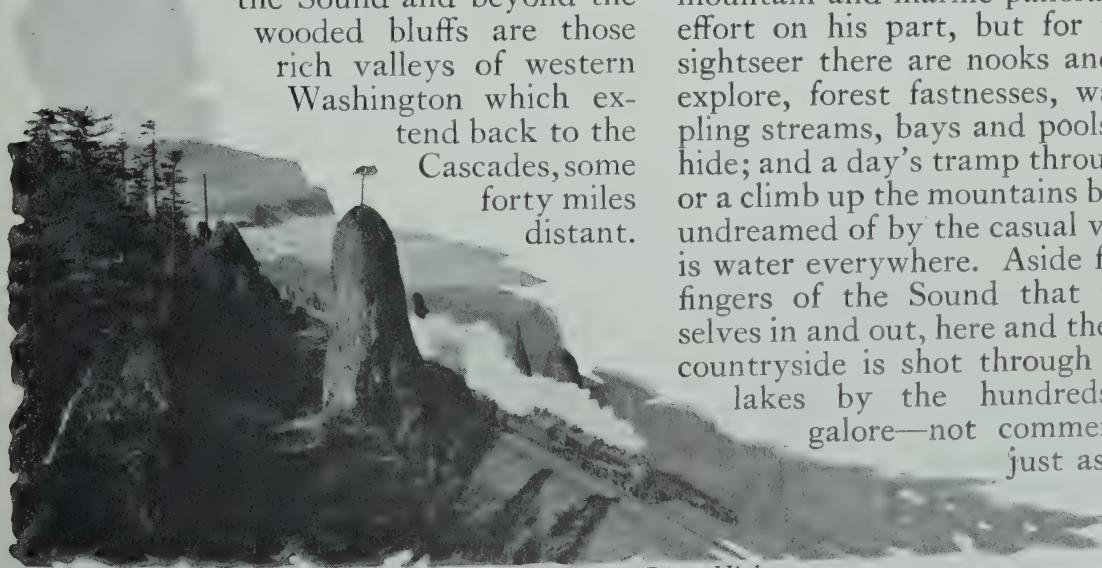
Vancouver, B.C., to its extreme southern shore. To the east of the Sound and beyond the wooded bluffs are those rich valleys of western Washington which extend back to the Cascades, some forty miles distant.

Part of this region is farther north than Quebec, almost as far north as Labrador. Yet in winter the average temperature in the Puget Sound district is forty degrees Fahrenheit, and only half a dozen times a year will the mercury fall, for a few hours, as low as the freezing point. It is warm in winter, cool in summer, tempered by the equable Japan Stream. There is not much rain in summer and the days are cloudless. The temperature in midday rarely reaches eighty-five degrees; a day so warm is considered hot. The nights are cool, the mornings fresh and spring-like. The air is balmy. This is the climate for frazzled nerves. And this is the country for summer travel. Mosquitoes and insect pests are almost unknown.

Here scenery meets you more than half way. It displays its charms in full view of the main highways and the big cities where all may see them. One can stand on the top of any hill in Seattle or Tacoma and enjoy a view of snow-white Mt. Baker in the north, Mt. Rainier and its glaciers in the southeast, the snow dappled Cascade Range on the east, and the white-crested Olympics on the west, and between the city and the Olympics lies the beautiful Sound with its myriad islands.

The mountain section of the Puget Sound region may justly claim some of the most impressive Alpine scenery on the globe. Nowhere in the United States are there more perpetually snow-clad peaks than here, and Mt. Rainier, Mt. Baker, and the Cascade and Olympic ranges stand in a class by themselves.

The traveler by train, excursion boat or motor car may view many of the scenic glories of the Puget Sound country, both mountain and marine panoramas, without effort on his part, but for the energetic sightseer there are nooks and crannies to explore, forest fastnesses, waterfalls, rippling streams, bays and pools where trout hide; and a day's tramp through the woods or a climb up the mountains brings rewards undreamed of by the casual visitor. There is water everywhere. Aside from the long fingers of the Sound that thrust themselves in and out, here and there, the whole countryside is shot through with lakes—lakes by the hundreds, waterfalls galore—not commercialized, but just as they always were—wild, grand, sublime. And



Portland Limited at Pillars of Hercules, Columbia River Highway



Lake Crescent, on the Olympic Peninsula

trees, big ones, by the million! The hugest of huge firs, spruces and cedars can be found within the limits of any city on the Sound. There are a trillion feet of timber in this country untouched by axe or saw.

The Pacific is readily accessible by both train and auto. From Olympia, due west by auto across the Olympic Peninsula over first-class roads, the ocean lies about seventy miles away. Here are broad beaches—Moclips and Pacific—hotels, and bathing. Another route to the ocean, and much longer, runs from Olympia, northwest, skirting the eastern and northern edges of the Olympic Peninsula, over fine roads ending one hundred and fifty miles or more away at Mora on the sea.

The Union Pacific System trains from Puget Sound cities to the ocean at Grays Harbor wind through a region of tremendous interest.

In this region many of the most striking panoramas include views of the Pacific and the Sound, combined in one picture. The resplendent Olympics and Mount Rainier; the Sound, with its islands and its inlets; the streams and fields and forests; Lakes Southerland and Crescent up near the Juan de Fuca Strait; Hood Canal (which, by the way, isn't a canal at all, but a long, rather

narrow tranquil arm of the Sound)—all are of absorbing interest to the traveler.

The Olympic Peninsula is wild, rough, and bewildering. Parts of it have never been explored. Big game lurks in its fastnesses. Indian life is observable here and there. If Puget Sound had nothing else to show, a trip around its great peninsula would quite suffice. The Olympic is a short range of mountains, comparatively, but with its streams, its game, its forests, and sharp snow-white peaks, it is intensely picturesque.

Owing to the absence of frost, it has been possible to build and maintain here, at small cost, permanent smooth-surfaced roadways of the most durable kind. Prominent among these is the Pacific Highway. In the Puget Sound territory concrete and other smooth-surfaced roads radiate in all directions. Where they end "hard-surfaced" roads succeed them. These, too, are excellent. Travel of all kinds here is smooth and easy, whether by railroad, suburban trolley, motor-stage or private motor car.

TACOMA. Tacoma, on Commencement Bay, one hundred and forty-three miles north of Portland, has a large maritime commerce. It is built upon high hills rising sheer from the lapping waters of the Sound, and enjoys the distinction of being a



Shipping and Logging Scene, Puget Sound, Seattle

city of parks set in a vast natural park. It is on the main line of four transcontinental railroads, and has a number of railroad branches with boat and trolley service in all directions. Rainier, the mountain most celebrated in American fable, is in its immediate foreground, apparently in its front yard, and the rugged wall of the Olympic Range on the Olympic Peninsula is in the background. To miss seeing Tacoma would mean missing the Venice of America. Tacoma has a deep, sheltered harbor that is world famous. Its high school is one of the noted educational buildings of the West. Originally intended for a mammoth hotel, it was transformed into a progressive school on a bluff above the Sound. Its Stadium of Grecian architecture has a capacity of 30,000 and is one of the most notable features of the school. The city has enormous wheat warehouses on its big waterfront, ship-building plants, modern docks, many parks and manufactures. Adjoining Tacoma is Camp Lewis, the largest of the National Army cantonments used during the Great War. Men from Alaska, Washington, Oregon, California, Nevada, Wyoming, Utah, Idaho, and Montana were trained there. At American Lake, near by, a modern United States Veterans' Hospital has recently been com-

pleted, costing approximately two million dollars.

SEATTLE. The spectacular city of Seattle is the largest municipality in the Pacific Northwest and a seaport of great importance, situated on Elliott Bay, between Lake Washington and Puget Sound. It has a hilly site of marked beauty, with the snow-capped Olympics in the west and the lofty Cascades in the east. Lake Washington, twenty two miles long and four miles wide, is connected with the Sound by an eight-mile ship canal, and with Lake Union, in the heart of the city. Around it is a fifty-mile paved highway. To Seattle's miles and miles of waterfront come ships from Alaska, South America, Australia, and all the Orient, as well as from Europe, through the Panama Canal. Practically all of the gold of Alaska and the Yukon comes there. Cheap and abundant hydro-electric power has made it the most important manufacturing city in the Pacific Northwest.

The city owns the water system, electric light and power plant and street railway, and has established municipal markets and bathing beaches. There are forty-four parks and an extensive boulevard mileage, many stately public buildings, fine churches, excellent hotels, and imposing



Multnomah Falls, Seen from Union Pacific Trains

business edifices, including a forty-two story office building. A new 650-room three million dollar hotel, financed by 4,500 citizens, has been completed.

Numerous scenic regions of high rank and endless variety along the sound and in the Cascades may be reached from Seattle; it is also the principal gateway to Alaska.

Fine passenger liners ply between Seattle and the Orient. There is also direct passenger service to Hawaii.

The Seattle Chamber of Commerce has established a Tourist Bureau at 702 Third Avenue for the purpose of greeting tourists, arranging tours for them, and giving them general information regarding the Puget Sound Region.

OTHER CITIES ON PUGET SOUND. Farther north are the thriving cities of Everett and Bellingham, the latter the gateway to Mount Baker, and both commercially important. Across the Sound directly west of Seattle, and only a short ferry trip distant, is Bremerton, the site of the Government's Puget Sound Navy Yard.

About seventy miles to the south of Seattle lies Olympia, the capital of Washington. It is the gateway to the Olympic Peninsula and the ocean, and is situated at the southern extremity of Puget Sound. Known as the Pearl of the Puget Sound, it is an attractive city, with handsome state government buildings, lumber and knitting mills, and oyster canneries. It is reached by a branch of the Union Pacific.

TACOMA AND SEATTLE TO VICTORIA AND VANCOUVER. Every Puget Sound city may be made a headquarters for a number of attractive side-trips. From Portland and Tacoma there is excellent train service via Union Pacific System to Seattle where connections are made with rail and steamship lines to Victoria and Vancouver, B. C. There is much picturesque scenery in the northwestern part of Washington, both along the Sound, and in the Cascades, where Mt. Baker is the most striking summit.

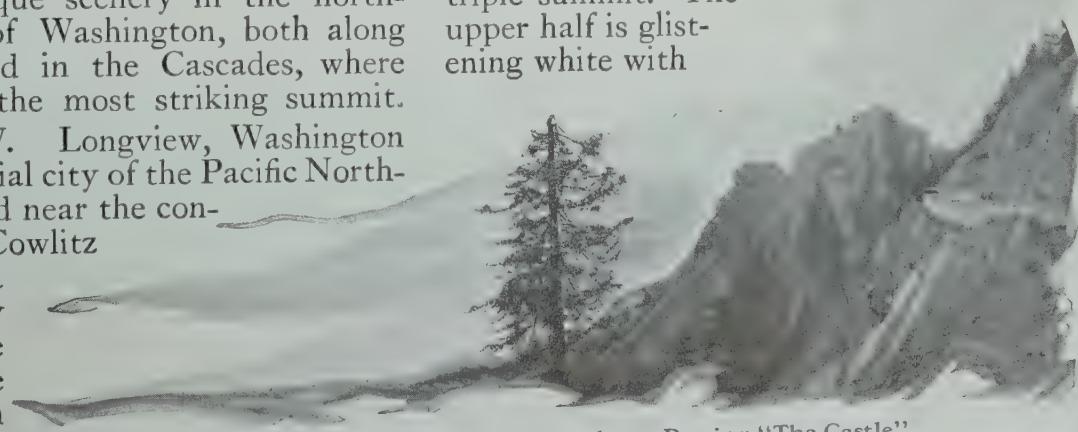
LONGVIEW. Longview, Washington the new industrial city of the Pacific Northwest, is situated near the confluence of the Cowlitz and Columbia rivers, fifty miles from the sea. The site was selected in August 1922

and the city now has a population in excess of 6,000. It has a natural deep-water harbor on the Columbia, and is served by three trans-continental railroads and two great paved highways. It is a model city with wide streets, parks, and a zoning system. Sections have been set aside for homes, business and industries, making Longview a city with a place for everything and everything in its place. It is the home of the Long-Bell Lumber Company which will soon have the largest lumber manufacturing plant in the world.

Longview is located in the heart of a wonderful playground and sportsman's paradise. Within a few hours' ride from the city over paved highways one can enjoy bathing in the ocean, climbing snow-capped mountain peaks, hunting and fishing.

MOUNT RAINIER NATIONAL PARK. Monarch of all the mighty peaks of the Cascades is Mount Rainier, one of the noblest and most imposing mountains on the globe. Like all the higher summits of the range, from Shasta to Baker, it was once a fire mountain, with a complete cone like that of Fujiyama in Japan, and its crater rose 2,000 feet above the present crest. Some prehistoric eruption, vaguely preserved in Indian tradition, blew away its top, and with this last epic act of violence the giant volcano fell asleep. Nevertheless, jets of steam still penetrate the ice and snow near the summit and hot springs flow at its foot. The veneration felt by the Indians is known by the name they have given it: "The Mountain that was God." Throughout the northwest its supremacy is indicated when it is simply called "the Mountain."

Rainier is a towering giant nearly three miles high (14,408 feet), and its shattered crater presents the appearance of a triple summit. The upper half is glistening white with



Columbia River Highway Passing "The Castle"

snow and ice; the lower slopes display the purplish-black of dense forests of conifers; between the ice and the pines is a belt of wild flowers, a band of variegated, beautiful color, fifty miles in extent. The mountain rises approximately 11,000 feet above its immediate base, which covers one hundred square miles of territory.

Mount Rainier has a system of glaciers unequalled in size and majesty elsewhere in the United States—in fact, one of the largest in the world. Twenty-eight glaciers hold it in their icy grip, resistless rivers of ice carving the vast flanks of the mountain. Nisqually Glacier, though not the largest, is the easiest of access, its frigid lower fingers reaching to the gardens of wild flowers.

Mount Rainier National Park, about eighteen miles square, was created in 1899. It has hotels that furnish excellent accommodations at reasonable prices regulated by the Government, in addition to tent quarters at lower rates; these are National Park Inn at Longmire Springs, and Paradise Inn and Camp in Paradise Valley. Good roads lead into the Park, and there are many trails.

Mountain climbing of unlimited variety is the prime attraction; this ranges from comparatively easy peaks in the Tatoosh Mountains to the climax afforded by "the Mountain" itself. The thrilling ascent to the summit of Mount Rainier should not be attempted without a guide. Winter sports may be enjoyed all summer, and snow equipment may be procured from the hotels. There are miles of trails for hiking and horseback riding. The forest and wild-flower gardens (there are three hundred and sixty-five varieties of wild flowers on the mountain) are among the finest in the land.



The lower altitudes are covered densely with fir, cedar, hemlock, maple, alder, cottonwood, and spruce. In the natural "parks," such as Spray, St. Andrews, Paradise, Summer Land, and Indian Henry's Hunting Ground, may be found the most wonderful gardens of wild flowers; among them are Indian paint-brushes, monkey flowers, red heather, valerian, saxifrage, avalanche lilies, lupine, mertensia, violets, pentstemon, potentilla, buttercups, dandelions, phlox and asters. The Park is a refuge for wild life.

Mount Rainier National Park is forty miles southeast of Tacoma and sixty-five miles southeast of Seattle, as the crow flies. It may be reached from Tacoma or Seattle by rail to Ashford, thence by regular automobile service six miles to the entrance, or by automobile all the way.

The season is June 15th to September 15th.

The Mountains of Oregon and Washington

Those who love an active life in the open may find in the mountains of Oregon and Washington the realization of their desires.



Tacoma's One-Mile-Long Wheat Warehouse



From Crater Lake, northward, the rugged Cascade Range becomes, at least superficially, the continuance of the Sierra Nevada, and unites in a colossal chain the conspicuous peaks of Mounts McLoughlin, Thielsen, Diamond Peak, the Three Sisters, Mount Washington, Three-Fingered Jack, Mount Jefferson, and Mount Hood. North of Mount Hood the Columbia River cuts squarely through the mountain barricade. The Washington section of the chain includes the well-known peaks of Mounts Adams, St. Helens, Rainier, Stuart, Glacier, Baker, and Shuksan. Hundreds of lesser peaks, from 5,000 to 9,000 feet high, are likewise linked together.

Near the Pacific Coast, extending north and south, is the lower Oregon Coast Range. A range of greater height is the Olympic Range, between the Pacific Ocean and Puget Sound in Washington, paralleling the Strait of Juan de Fuca. The Blue and Wallowa mountains are in the eastern part of Oregon, while the Siskiyous lift their jagged peaks in the southwest.

At the higher elevations occur glaciers, vast snowfields, and stretches of barren rock. Below is the flowery mountain-

meadow region, dotted with thousands of lakes, whence issued the streams which contribute to the navigable rivers of the valleys. Below the mountain-meadows and subalpine parks are found the vast forests of fir, spruce, cedar, and pine which make the Northwest the wonderful timber-producing center of the world.

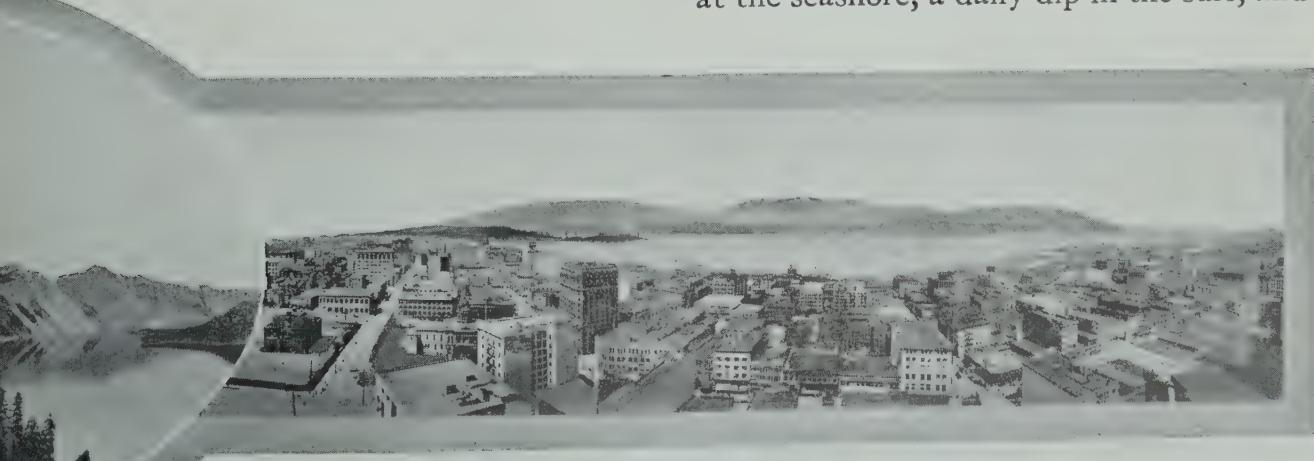
Exceptional views may be obtained from the higher peaks of the Cascades. The far-flung stretches of ice, snow, rock, meadows, and timber, once seen, never can be forgotten. The glades, covered with mountain flowers, the crystal-clear lakes, reflecting the crowning mountain cliffs which protect them, the brooks, hastening seaward, cataracts plunging from them—all enhance the beauty of the picture.

The remaining high mountains of the two states are in the national forests, managed by the Government with an intention of making them playgrounds for the people. Government forest-rangers maintain 8,500 miles of mountain trails in Oregon and Washington, opening them each season and keeping them properly marked so that the public can use them.

Nowhere will the sportsman and angler find more abundant and delightful opportunities. The mountain streams and lakes of the Pacific Northwest are alive with gamy trout of every known species, replenished by state enterprise, and the wilds are the haunts of all kinds of game. Wise regulations prevail, but there is ample latitude to satisfy the most ardent enthusiast.

Ocean Beaches of the Northwest

Vacation time to many means a sojourn at the seashore, a daily dip in the surf, and



Waterfront of Vancouver, B. C.



Jefferson Square, Longview, Washington

a sun-bath on the warm, dry sand. The northwestern shore of the continent has many resorts where increased numbers go each year.

Among the more prominent ocean beaches are Moclips, Sunset, Pacific, Westport, Cohasset, Nahcotta, Breakers, Long Beach, Seaview, in Washington; Gearhart, Seaside, Cannon Beach, Neah-kah-nie, Manzanita, Garibaldi, Bayocean, Netarts, Newport, Sunset, and Bandon, in Oregon. There is surf bathing for the grown-ups, shallow wading pools for the little folk, natatoriums where the salt water is heated, and private baths. The sun-baths and the warm sands appeal to many.

Other outdoor attractions are boating, fishing, hunting, hiking, journeys by horse-back or auto into the wilds of the surrounding country or along miles of level beach. Modern hotels, lodging houses, family hotels, restaurants, private boarding houses, cottages, and tents, cater to visitors. In the way of sports and amusements there are the board walks and concessions, bowling alleys, tennis courts, dancing pavilions, roller skating rinks, and photo-play theaters.

The beaches enumerated are easy of access and are served by train and boat.

During the season special trains are frequently operated.

The Inland Empire

That great section of the Northwest which lies between the Cascades on the west and the Blue Mountains on the east is known as the Inland Empire.

Spokane is the center of attractiveness and its environs have an array of appealing resorts nestling among the seventy-six lakes that are found here and there sparkling on the sheer green landscape, and within a radius of 50 miles in every direction from the city the visitor will find numerous resorts which afford boating, swimming and fishing. The Inland Empire is rich in historic interest and the landscape is most attractive. Vacations may be spent at the lively lake resorts near by or at more remote places in the forests, glens, or mountain peaks. There is excellent fishing to be had within short distances—both trout and bass.

SPOKANE. The metropolis of the Inland Empire is the city of Spokane with more than one hundred thousand population. It is modern in construction, beautiful in architecture, ideal in location and progressive in spirit. It has excellent hotels and

restaurants. There is much to charm the visitor and to make a prolonged stay enjoyable. A mighty river flows through its center—falls are frequent and the white spray covers the huge power houses where nearly 200,000 electric horse-power has been developed. The grandeur of these falls still remains even though there is a temporary diversion of a part of the stream. From the great river to the center of the city is but a short ride to any one of the 43 parks or 12 playgrounds which comprise 1939 beautiful landscaped acres. The public spirited citizens have planned and perfected places of amusement for not only the children but the adults as well and these parks are noteworthy contributions to pleasure and comfort.

Mt. Spokane, the highest peak in eastern Washington, is 33 miles northeast of Spokane and a good highway leads to the summit. Two hours after leaving your hotel you find yourself on the eminence where a panoramic view of a part of Washington, Idaho and the Canadian Rockies in British Columbia is afforded. The Mt. Spokane highway is wide and smooth, bordered on either side by tall pines and firs and occasionally small springs bubbling forth the purest of cold mountain water.

RECREATION RESORTS NEAR SPOKANE. Newman Lake among wooded hills, is fourteen miles in circumference and twenty-one miles from the city. Bass, perch and trout, together with boating, bathing and good accommodations are available.

HAYDEN LAKE—Here the mountains and placid waters meet. The scenery is strikingly picturesque and there are good hotels. The lake is well stocked with trout and bass are plentiful.

Wild game is found in the near-by mountains. Golf is played on one of the prettiest

eighteen-hole courses in the West. The greens vary from one hundred and seventy-five to over six hundred yards apart, and the course is extensively wooded. Tennis courts and croquet grounds are located on the lawns facing the lake.

PEND OREILLE RIVER AND BOX CANYON—At Newport, Washington, reached after passing through the orchards, gardens and forests of Spokane Valley, and touching Twin Lakes and Spirit Lake. The road passes a primitive village of Kalispell Indians and a net work of creeks and mountain lakes that abound in trout.

LAKE PEND OREILLE—The lake is fifty miles northeast of Spokane, and is fifty miles long, with a shore line of three hundred seventy miles. It is one of the largest bodies of fresh water, exclusive of the Great Lakes, in the United States. The mountains rise abruptly on all sides. Large catches of trout and other game fish are made.

THE SHADOWY ST. JOE—The St. Joe River is one of the highest navigable streams in the country. Almost currentless, the wonderful reflections have given birth to the title, "Forty Miles of Shadows." A sixty-mile trip by rail and steam to Coeur d'Alene Lake and thence to St. Joe takes one to a hunter's and fisherman's paradise.

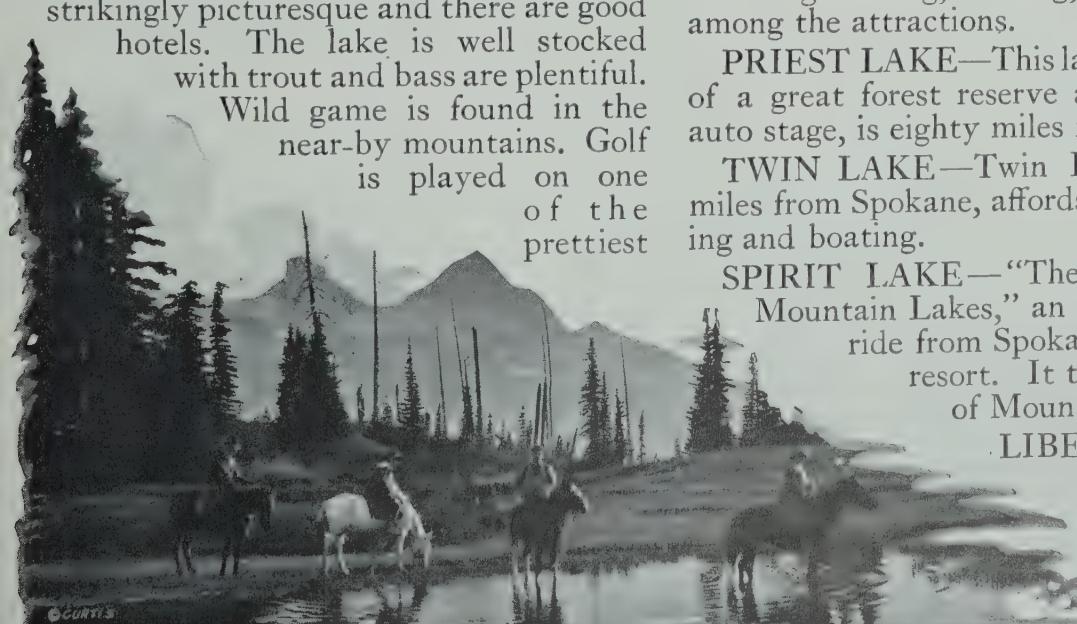
LAKE COEUR D'ALENE—Lake Coeur d'Alene in Idaho, thirty-four miles from Spokane, and the city of the same name are enjoyable places to visit. They are in a famous mining district, surrounded by picturesque mountain scenery. Boating, bathing, hunting, and fishing are among the attractions.

PRIEST LAKE—This lake, in the heart of a great forest reserve and reached by auto stage, is eighty miles from Spokane.

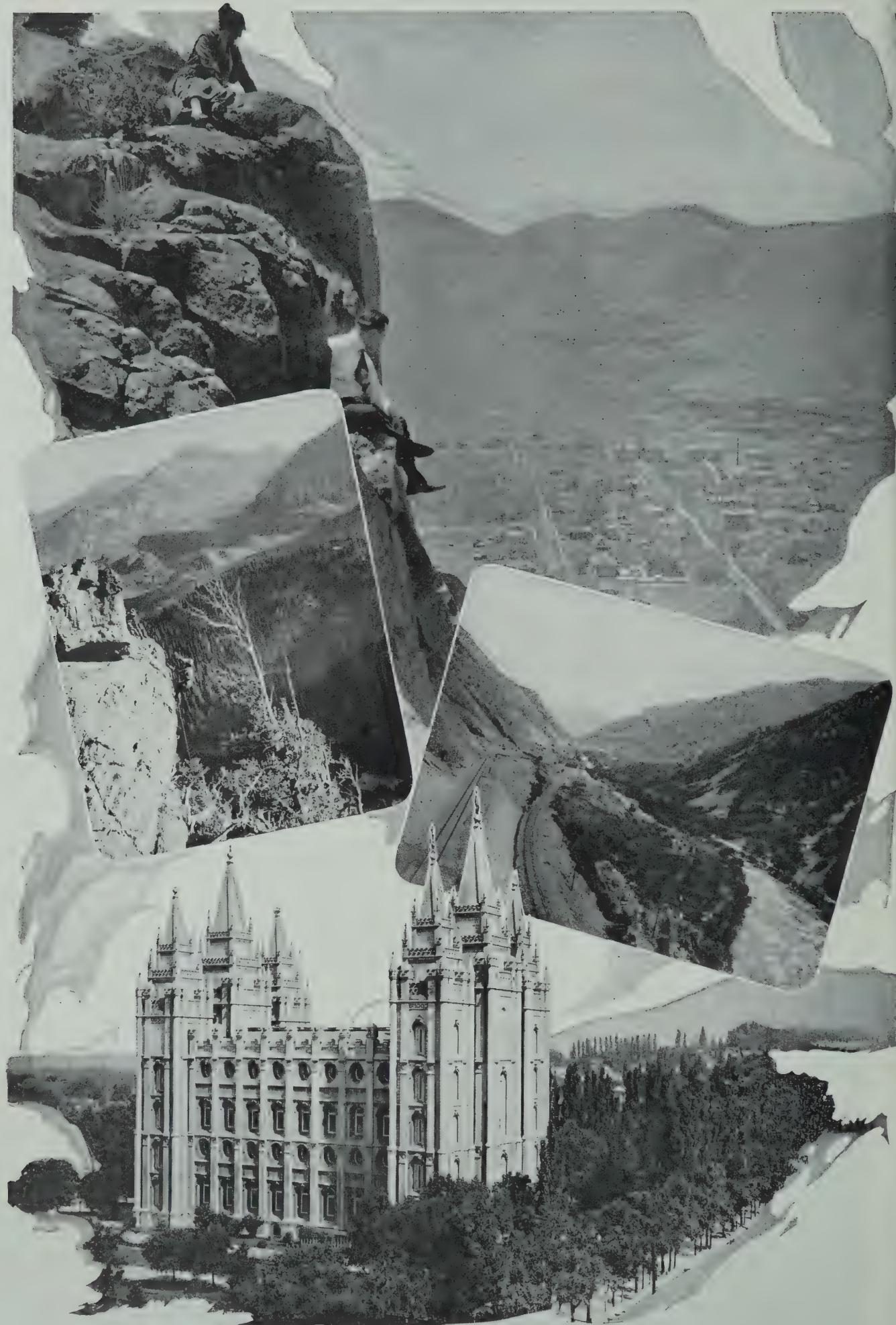
TWIN LAKE—Twin Lake, thirty-six miles from Spokane, affords excellent fishing and boating.

SPIRIT LAKE—"The Gem of the Mountain Lakes," an hour and a half ride from Spokane, is a popular resort. It touches the base of Mount Spokane.

LIBERTY LAKE—Spokane's most popular resort, possessing varied forms of entertainment and a fine



On One of the Trails in Mt. Rainier National Park



Castle Rock and Golden, Colo.
Longs Peak from Flattop Mountain, Rocky Mountain National Park
PLACES TO SEE ON THE WAY

Weber Canyon, Utah
Mormon Temple, Salt Lake City

sandy beach, is sixteen miles from the city by fine motor road or interurban electric.

HEYBURN PARK, IDAHO—Heyburn Park is a State park, situated on the southwestern bank of the beautiful Lake Coeur d'Alene, easily reached by Union Pacific trains. It is in a national forest reserve and offers good hunting, fishing and boating.

The places here enumerated do not include all regions of interest in the Inland Empire. They refer only to recreational attractions. Many other places not named, such as Yakima and Walla Walla, have their individual charms of legend and scene, and may be reached by the train service of the Union Pacific System.

Idaho

What has been said of Oregon and Washington is equally applicable to Idaho, third in the sisterhood of northwestern states served by the Union Pacific System. Here, too, the fertility of the valleys, of the rich bench lands, establishes new standards of agriculture and makes possible the wide variety of products—grains, potatoes, grasses and garden produce, set beside sleek dairy herds and orchards of apples, pears, prunes, apricots and cherries, with thousands of acres of small fruits and strawberries.

In southern Idaho, irrigation sponsored by the Government is found at its best. The Boise and Twin Falls projects, for example, are among the most successful the government has developed anywhere. The result is abundant crops with certainty almost incredible to the average resident of the middle West.

The cut-over lands of northern Idaho should appeal to the farmer of moderate means who wishes to leave the costly farms of the East and middle West for a "place of his own," where moderate capital, backed by willingness to work, will win an enviable home and income. Dairying thrives in such localities, as do swine and poultry raising and bee culture.

Though her sister states are rich and productive in metals, Idaho is foremost of the three in mining industry, and calls to prospector and mining expert for further development of her treasure.

From Shoshone Falls and Bear Lake in the south, to Lakes Coeur d'Alene and Pend Oreille in the north, Idaho has a wealth of wild and rugged scenery. The south central region includes ranges of sharp, lofty peaks and many streams leaping with fish. The entire eastern boundary is composed of chains of towering Mountains. Many of the finest scenic regions lie at some distance from the railroad, a fact that, to many, gives them additional attractiveness.

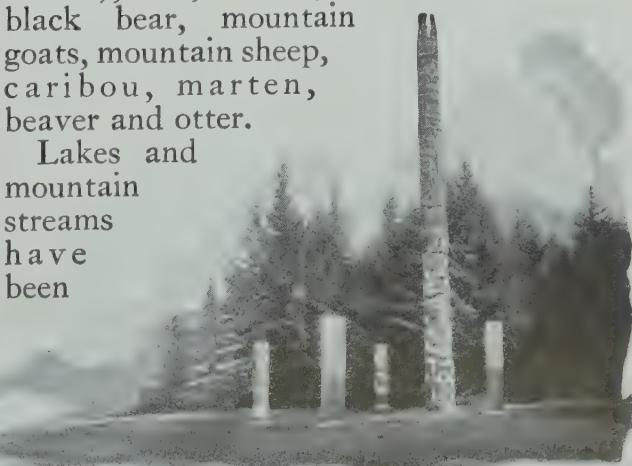
British Columbia

British Columbia contains vast regions of great scenic beauty, lying mainly along the Rocky Mountains. A noted mountaineer has described these regions as fifty Switzerlands thrown into one. It is a land of peaks, glaciers, rugged precipices, graceful waterfalls, foaming torrents, deep gorges and lakes of sapphire and emerald, set between pine-clad mountains.

These playgrounds may be reached from Seattle, by way of Vancouver, by train, steamer or highway. Experienced guides and outfitters accompany tourists in their trail-hitting and mountain-climbing, and resort hotels and well-conducted camps provide food and shelter. There are hundreds of miles of carriage roads, fine automobile roads, and pony trails innumerable, by which points of interest may be reached.

These sections of the Rockies are not only of great scenic and scientific interest, but they are a favorite haunt of hunters and fishermen. Here in the wilderness, back from the railroad, roam the grizzly bear (one of the prizes most coveted by the hunter), elk, moose, white-tailed deer, black bear, mountain goats, mountain sheep, caribou, marten, beaver and otter.

Lakes and
mountain
streams
have
been



Totem Poles at Sitka, Alaska

well stocked by nature with game fish, including every known variety of trout. Among these are the cutthroat, lake, brook, Dolly Varden, and bull trout. Fly fishing, one of the favorite sports of the fisherman, is excellent. Another fine fish in this region is the Rock Mountain whitefish. Farther down toward the Pacific, the Fraser and Skeena rivers are famous for their splendid salmon fishing.

The lake district of southern British Columbia, which may be reached conveniently from Spokane, contains a number of long, narrow lakes of marked scenic beauty, lying between the individual ranges of the Rockies. Among the most famous are Lake Windermere, the source of the Columbia River, Kootenay Lake, Arrow Lakes, and Okanagan Lakes. These offer vacation places of great charm, where aquatic sports and fishing may be enjoyed to fullest extent. On several of the lakes steamer service is maintained and on the shores of all of them are numerous attractive resorts.

VICTORIA. Victoria, the capital of British Columbia, has a charming site on the southeastern end of Vancouver Island, overlooking the Strait of Juan de Fuca. It enjoys the balmy climate caused by the Japan Stream, which often permits roses and fresh strawberries at Christmas.

A bit of England on the shores of the Pacific, Victoria is a city of attractive residences, gardens, and parks, and also has an enterprising business district with imposing buildings, which draws a rich commerce in mineral and agricultural products. The Parliament buildings rank among the most stately government edifices in America, and the Government Museum is worthy of a visit.

An interesting attraction for tourists is the Dominion Government Observatory on

Little Saanich Mountain, about seven miles from the city. It has one of the largest telescopes of its class in the world and its site ranks among the best for astronomical observations on the American continent. The observatory is open to visitors and is reached by an excellent road from all hotels.

From Victoria, delightful excursions may be made into the interior of Vancouver Island, either by motor, or by the railway which extends to Lake Cowichan and northward to Nanaimo and Courtenay. The Malahat Drive is a smooth and picturesque automobile highway. There are good hotels at Shawnigan Lake and Qualicum Beach, and a pleasant chalet inn at Cameron Lake; there is a golf course at Qualicum Beach and Mt. Arrowsmith offers an attractive climb. Lively fishing is to be had in the Campbell River, nearby. Extensive forests of Douglas fir add to the charm of the trips on Vancouver Island. The voyage from Vancouver to Victoria, across the island-dotted Sound, discloses many scenic beauties.

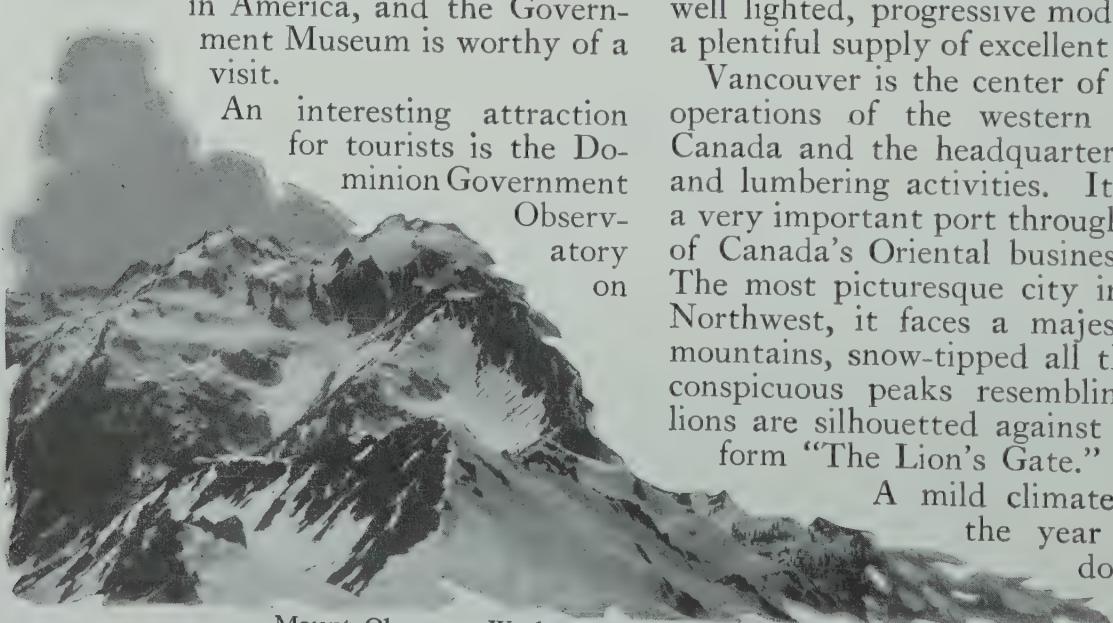
Recently, several new ferry routes, in addition to the present excellent steamship service, have been operated to Victoria and Vancouver Island.

Both Victoria and Vancouver are ports of embarkation for Alaska, China, Japan, Australasia, the Philippines, and other trans-Pacific destinations.

VANCOUVER. Vancouver, the commercial center and largest city of British Columbia, has been likened to Liverpool. Its excellent harbor, fully sheltered and also completely land-locked, was discovered by Captain Vancouver in 1792. It is a well lighted, progressive modern city with a plentiful supply of excellent water.

Vancouver is the center of the financial operations of the western seaboard of Canada and the headquarters for mining and lumbering activities. It is naturally a very important port through which most of Canada's Oriental business is carried. The most picturesque city in the Pacific Northwest, it faces a majestic range of mountains, snow-tipped all the year; two conspicuous peaks resembling crouching lions are silhouetted against the sky and form "The Lion's Gate."

A mild climate throughout the year makes outdoor recreation perennially attractive;



Mount Olympus, Washington



Forest Road in Mt. Rainier National Park



Harbor and Business District of Victoria, B. C.

there are exceptional facilities for all kinds of water sports. Sailing is one of the popular pastimes, and Burrard Inlet, English Bay, and North Arm are attractive cruising grounds. Vancouver has a fine yacht club. There are a number of well-kept golf links and tennis courts. Good roads and inviting boulevards make motoring a pleasure. The city has many bathing beaches and parks; among the latter, Stanley Park, one of the largest natural parks in the world and famous for its majestic groves of mammoth firs, is situated on a promontory at the harbor entrance.

PRINCE RUPERT. Prince Rupert, with its fine harbor, near the mouth of the Skeena River, some thirty miles due south of the southernmost boundary of Alaska, is the northernmost gateway to that vast land. Steamers cruise northward to Anyox and to Alaskan ports through the inside passage, as well as southward to Vancouver, Victoria, Seattle, and beyond. An interesting trip is that to Anyox, on the Portland Canal, which divides Alaska from Canada. Prince Rupert is the headquarters for the fishermen who operate on the immense halibut banks of the west coast and also for much commercial salmon fishing. The methods employed by the fleets in the

catching of fish and in the packing at the immense storage plants is of rare interest to visitors.

A large portion of the business section is carved out of solid rock, and the very nature of its situation gives almost every house a picturesque and "individual" site. It is surrounded by wonderful scenery and strange Indian villages, all displaying their tribal totem poles.

Alaska, the Great Northland

After the Pacific Northwest comes Alaska, the last American frontier—the land of red-blooded adventure—of the midnight sun and northern lights—the home of glaciers hundreds of feet high, miles wide, and many miles long—mountains rising sheer out of the water, their everlasting snow-crowned peaks piercing the clouds, far exceeding in bulk and height any that stand within the United States proper—lakes of wondrous beauty nestling in the mountains. In summer, it is a land of flowers and sunshine, mighty rivers and tumbling cascades, rushing torrents, rapids, and canyons—a land whose shores are indented by fjords rival-

ing those of Norway, and whose streams teem with salmon, grayling and trout. It is the home of the big game—moose, caribou, bear, mountain sheep, and mountain goat. And, too, it is the home of the totem pole, the Indian, and the Eskimo.

Strangely enough, it is also a land of beautiful flowers and ideal summer weather. No region in North America offers more to the tourist than does Alaska.

The voyage to Alaska and trips through the interior can be made in complete comfort. Steamers sail regularly from Seattle and Vancouver to the principal Alaskan ports.

The glamour of romance still clings to Alaska. Its history began with Vitus Bering, who, under the Russian flag, reached Alaska, or Russian America, in 1741. His explorations were followed by many others, among them those of Captain Cook, Vancouver, and another Russian, Baranoff; their names have been perpetuated in Bering Sea and Straits, Baranoff Island on which Sitka is located, Cook Inlet, Mount Cook, and Mount Vancouver in the St. Elias Alps of Alaska, the city of Vancouver, and Vancouver Island. Next came the founding of Kodiak, Sitka, St. Michael, Wrangell, and other Russian-American Fur Company settlements. The early navigators were followed by the intrepid explorers of the interior, including Dall and Lieutenant Schwatka, and then came the hardy prospectors.

In the summer of 1897 there arrived at Seattle the steamship "Portland," carrying returning miners with a million dollars of gold dust from the Klondike.

The news was flashed

over the wires to the remotest corners of the world. In an incredibly short time there began the greatest gold rush probably ever known. And so, through the discovery of gold in the Klondike, Alaska became known as it would not have been for years.

Before the rush to the Klondike was over the engineers and workmen had begun, at Skagway, the construction of the first railway in Alaska, to connect the Pacific with the Yukon River and make practicable travel by train and steamer from Skagway to St. Michael.

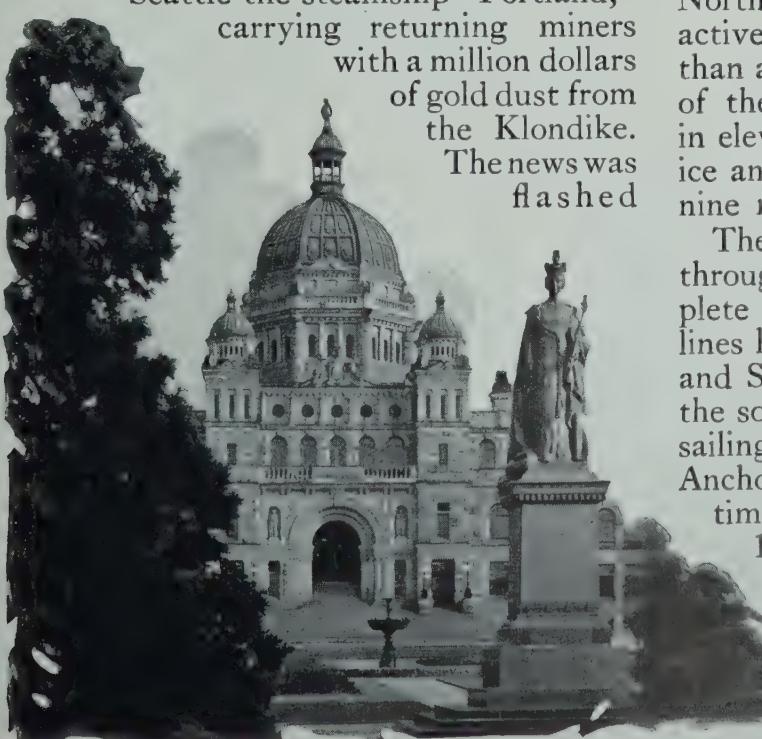
One of these, running from Seward, has since been taken over by the United States Government and was opened for operation as far as Fairbanks in February, 1922. Since then a branch line has been added to a point thirty-one miles farther north. Another Government line starts inland at Anchorage, connecting with the line from Seward, and a third line runs from Cordova to the famous Kennicott Copper Mines, one hundred ninety-six miles in the interior.

The glaciers of Alaska are world famous. The great Taku Glacier, near Skagway, which may be seen from the deck of the steamer, contains more ice than all of the glaciers of Europe combined. Muir, Bering, and Davidson are celebrated ice rivers. Malaspina, west of the port of Yakutat, is the largest glacier on earth.

Among the great mountains of Alaska the most prominent are: Mt. St. Elias, probably the most picturesque peak in North America; Mt. Wrangell, a lofty active volcano; and Mt. McKinley, higher than any other mountain in the possession of the United States. Over 20,000 feet in elevation, it is completely covered with ice and snow; one of its glaciers is thirty-nine miles long.

The voyage to Alaska and the journey through the interior may be made in complete comfort. Two American steamship lines have regular sailings between Seattle and Skagway, with intermediate stops on the southeastern coast of Alaska; and also sailings to Cordova, Valdez, Seward, Anchorage, Kodiak, and Nome. The best time to make the trip is between June 10th and September 10th.

Warm clothing is needed, not because Arctic weather will be faced, but because the voyager will often remain on deck at



Parliament Building, Victoria, B. C.

night, to view the scenery. A steamer rug and stout shoes are necessary.

The principal ports of Alaska have good hotels.

THE ENCHANTING "INSIDE PASSAGE." The most popular voyage to Alaska is that through the "Inside Passage" to Skagway, a trip of extraordinary charm. Stops en route are made at Ketchikan, sometimes at Metlakatla, Wrangell, Petersburg, beautiful Taku Glacier, a mile long and from two hundred to three hundred feet high, Juneau, the capital, the Treadwell Mine, and Fort William H. Seward, and on the return, at Sitka by at least one of the boats. Some of these boats do not visit Taku Glacier.

From Seattle to Skagway, the entire thousand miles is sheltered from the open sea by the long archipelago that stretches from Puget Sound to the Lynn Canal; the voyage requires four days. And every mile is an ever-changing panorama of snow-crowned peaks, green islands, here and there immense glaciers, and occasionally a cascade rushing down the mountain side into the sea.

For practically the entire distance the boat passes over smooth water through narrow passages, often so contracted that they appear more like gorges. They are all of inexpressible beauty.

At Juneau, the capital, the houses are built on the mountain side, and Mount Juneau, at the base of which the town lies, rises out of the water 7,500 feet. Sitka, the former capital, has its old Greek Church and blockhouse, totem poles, and the old Russian graveyard.

Leaving Juneau, the ship enters Lynn Canal, which, were it in Norway, would be considered one of its beautiful fjords. It is sometimes called Lynn Channel, and was named by Vancouver for Lynn, his home town in England. At the head of this fjord lies Skagway, the gateway to the interior.

Skagway is where
the goldseekers
of 1898

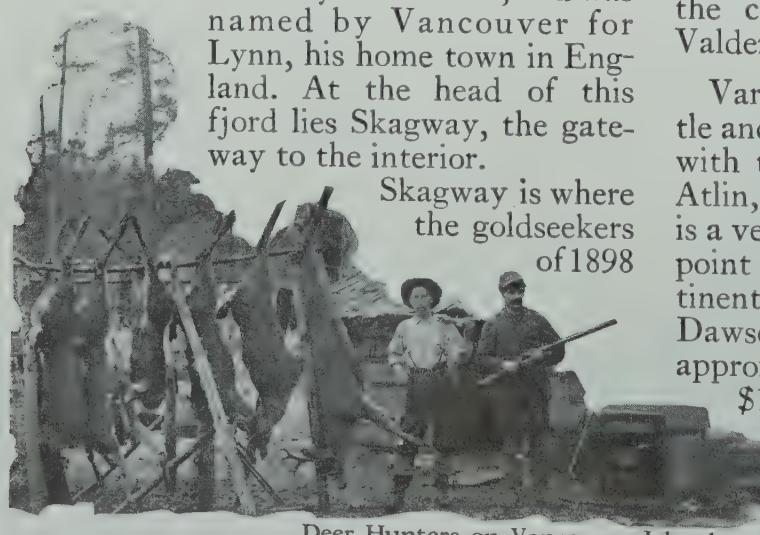
began their wearisome climb over White Pass. Skagway is now noted for the beauty of its flower gardens.

At nearly all of these ports will be found the Indians, waiting for the tourists to exchange cash for baskets, moccasins and other curios of Indian handicraft. There are also alluring curio shops containing articles of gold, silver and ivory wrought and carved by the Indians and Eskimos.

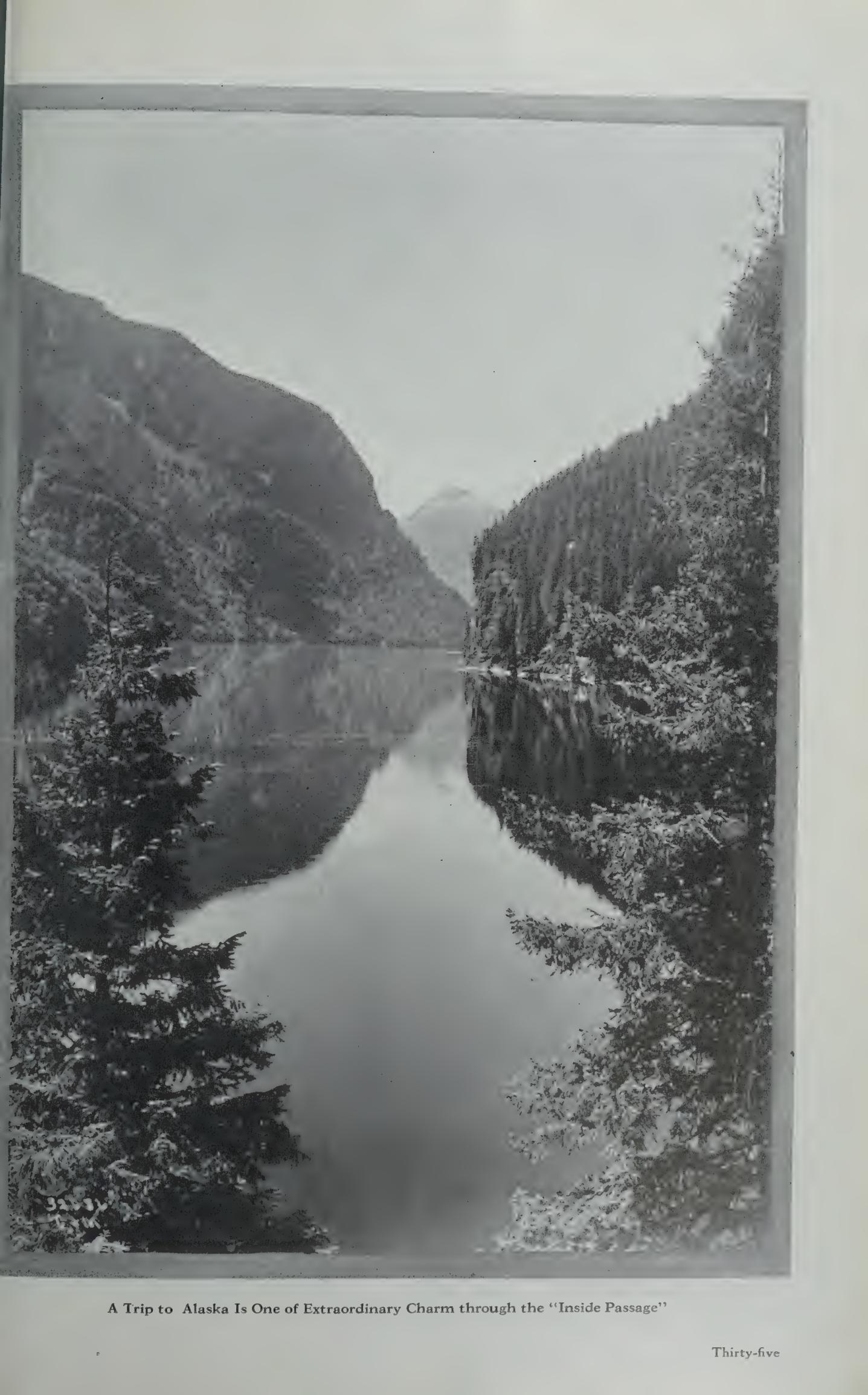
One who desires a longer voyage than that to Skagway can steam from Seattle to Cordova, Seward or Anchorage, through the "inside passage" via Juneau, into the Gulf of Alaska and to Prince William Sound. Cordova is a railroad terminus, and by special train the Miles and Childs glaciers may be seen. The next stop is at Valdez, and sometimes Latouche, then Seward, at the head of Resurrection Bay, the terminus of the Government railroad to Fairbanks. Anchorage, in Cook Inlet, is the terminus of a branch of the other Government line. The scenery in Prince William Sound, Resurrection Bay, and Cook Inlet is of inexpressible grandeur. The trip to Anchorage and return to Seattle takes about twenty-four days.

From Seward the tourist may reach Fairbanks, the heart of interior Alaska, by Government railroad in one day, passing en route through a country rich in agricultural and mineral resources and within a few miles of the entrance to Mt. McKinley National Park, which may be reached by horseback or on foot. The road to the park is being completed this year. If desired, the tourist may return to the coast by automobile stage over the Richardson highway, which connects with the Copper River & Northwestern Railroad at Chitina for Cordova, or continues straight to the coast, connecting with steamers at Valdez.

Various ocean lines plying between Seattle and Skagway connect at the latter point with the White Pass & Yukon Route for Atlin, B. C. and Dawson, Y. T. This trip is a very restful one, and from a scenic viewpoint is equal to any on the American continent. The round trip from Skagway to Dawson and return via Atlin is made in approximately eleven days and costs about \$140.00, which includes berth and meals on river and lake steamers for seven days out of the eleven.



Deer Hunters on Vancouver Island



A Trip to Alaska Is One of Extraordinary Charm through the "Inside Passage"



Columbia Gorge Hotel, near Hood River, Oregon

Columbia River Route to the Great Northwest

The Union Pacific System's line to the Pacific Northwest is nationally known as "The Scenic Columbia River Route," since it follows that mighty waterway for upward of two hundred miles.

Leading over the broad fertile plains of Nebraska and Kansas, crossing the Rocky Mountains, threading a trail down through the Snake River Valley, piercing the fastnesses of the Blue Mountains in eastern Oregon, and carving a safe passageway between the water's edge of the Columbia and the mighty buttresses which flank its shores it reveals to the passenger a variety of car-window scenery in which the pastoral, picturesque, wild, rugged and grand are delightfully blended into panoramas of unceasing interest.

This great national highway leads to the West through two main gateways: Omaha, the principal avenue of traffic from Chicago and the East, and Kansas City, receiving most of the flow from St. Louis and the Southeast. These avenues converge at Cheyenne, and at Granger the line to Portland diverges from that to San Francisco. Famous attractions, such as Denver, Rocky

Mountain National Park, Salt Lake City, Zion National Park, Bryce Canyon, Cedar Breaks, the Great Salt Lake, and Yellowstone National Park add interest to the journey.

Idaho

On a trip to the Pacific Northwest, there is much intervening territory that offers more than ordinary inducements for stopovers and recreational outings. Idaho, particularly the sections tributary to the through line of the Union Pacific System, is rich in scenic features, in natural hot springs with bathing resorts, and has several fresh water lakes where bathing is popular; aside from cool sight-seeing and rest spots, it affords unsurpassed fishing and hunting.

One hundred fifteen miles beyond Granger, is Montpelier, Idaho, whence beautiful Bear Lake, a fresh water body thirty miles long by from five to seven miles wide is reached; it is partly in Idaho and partly in Utah, at an elevation of 5,924 feet. Along its shores are numerous summer resorts, including Fish Haven, Bear Lake Hot Springs, La Kota, and Ideal Beach. These resorts provide excellent accommodations for summer visitors, and have both indoor warm water and outdoor bathing facilities. Boating, fishing, and dancing are among the many other diversions provided. Reserva-

tions at any of the resorts may be arranged through Union Pacific System agents at Montpelier or Paris, Idaho.

Soda Springs is the next point of interest. It is an old and nationally known mineral springs health resort, with thirty springs in the vicinity. The formations built up by the mineral water suggest the non-sputting springs of Yellowstone Park. There are a number of extinct volcanic craters near Soda Springs.

The first exclusively hot springs resort reached by the westbound traveler to the Pacific Northwest is Lava Hot Springs. The bathing facilities there are partly under private control and partly state owned, the various pools and facilities catering to both pleasure and health bathing. These include a modern sanatorium with physicians and nurses in constant attendance. There are three public pools, providing outdoor bathing in summer and indoor bathing in winter. The curative powers of the Lava Springs waters are considered to be of special benefit in such ailments as kidney troubles, asthma, rheumatism, eczema, and other skin diseases.

Lava Hot Springs village and resort are in a charming scenic setting on the banks of the Port Neuf River. They are ideally located for several days' stop-over, and afford the Pacific Coast traveler an excellent way of breaking the journey.

The real Northwest begins on the lower slopes on the western side of the Rocky Mountains. Pocatello, Idaho, may be regarded as a milepost on this memorable journey. It is there that passengers for the Yellowstone and Butte, Montana, alight from overland trains for side trips to either of those points.

The tour of Yellowstone National Park, using either camps or hotels, may be made in five days, and after its completion reservation may be made at West Yellowstone station in a through sleeper which operates without change to Portland, the charming Pacific Northwest metropolis. Publications covering Yellowstone Park tours in detail may be obtained from any Union Pacific System representative listed on page 45.

At American Falls station, 26 miles west of Pocatello, a great government irrigation dam is being constructed across the Snake River. Its completion will place the present townsite many feet under water by the formation of a lake above it. But plans have already been laid for the reconstruction of a new and beautifully landscaped

town on higher ground bordering the newly formed lake.

Southward from Pocatello, a line of the Union Pacific leads to Ogden and Salt Lake City, through picturesque Bear River Canyon.

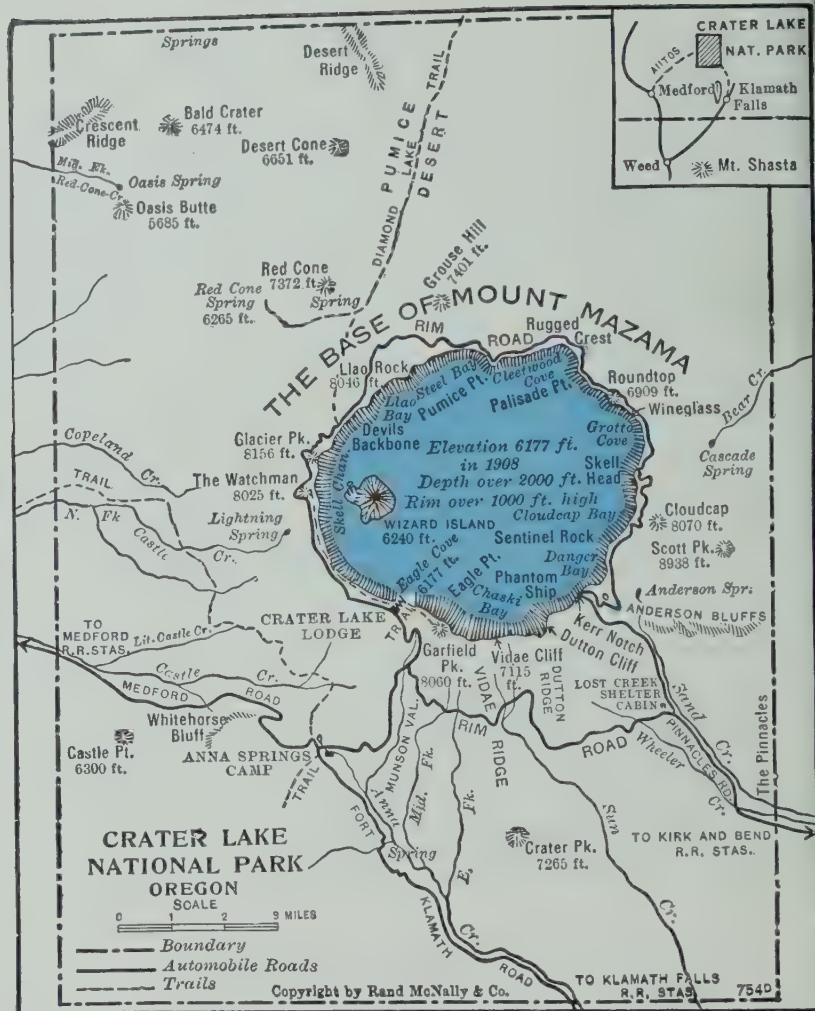
Continuing westward through a part of southern Idaho nationally famous because of its sudden conversion to one of the most fertile agricultural sections in the West as the result of irrigation, the line follows the general trend of the tortuous Snake River to the Oregon boundary, and crosses and recrosses that noted stream several times.

Minidoka, Idaho, fifty-nine miles west of Pocatello, is the diverging point for the Twin Falls branch of the Union Pacific System which operates into one of the most charming agricultural and scenic sections of the West. On a one-day side trip, leaving Minidoka in the morning after breakfast on the diner, and returning in time to board the through train there in the evening, the transcontinental traveler will find much to enjoy in the pastoral charm of the agricultural areas and in the inspiring spectacle of the great cataracts, the wonderful Blue Lakes sunken farm beneath the high lava cliffs of the Snake River Gorge, and the thrilling gorge itself. Of the cataracts, Shoshone and Twin Falls are already world famous. The former is higher than Niagara, taking a plunge of two hundred and twelve feet, and the primitive grandeur of its setting gives an irresistible force to its appeal.

The traveler on the Twin Falls branch will be strangely surprised on leaving the relatively undeveloped section surrounding Minidoka, to emerge shortly into a landscape that might well rival the fabled Garden of the Hesperides in high fertility. The magic of irrigation is here demonstrated to the fullest extent and the marvel of it may be better appreciated when it is known that sixteen years ago this wonderful section was similar to that which now surrounds Minidoka and other undeveloped stretches on the main line.

The principal municipality of the Twin Falls tract is Twin Falls, the oldest and largest city, with a population of 8,324. There are other important communities including Burley and Buhl on the south side of the Snake, and Jerome, Wendell, and Paul on the north side, but Twin Falls, because it is centrally and conveniently situated, is the natural starting point for the scenic features of the section.

The Phantom Ship,
Crater Lake National Park



Automobiles may be chartered for a tour of several hours, which includes an inspection of near-by scenic attractions. A two-mile run brings the traveler to Rim Rock, at the southern edge of the Snake River Gorge. Eastward and northward two miles is Shoshone Falls, and a short drive down a good dugway from the upper rim brings him to the brink of the great cataract, where a stairway, constructed down a crevice in the sheer cliffs, leads to the foot of the falls.

Resuming the tour southward and eastward for six miles, after an hour spent around Shoshone Falls, the new Hansen highway suspension bridge connecting the north and south brinks of the gorge, is reached. This is the highest bridge of its kind in America, three hundred and forty-five feet above the river bottom, and six hundred and eighty-eight feet long. Standing midway on it, one is afforded a commanding view up and down the great gorge, which loses itself in the purpling distance.

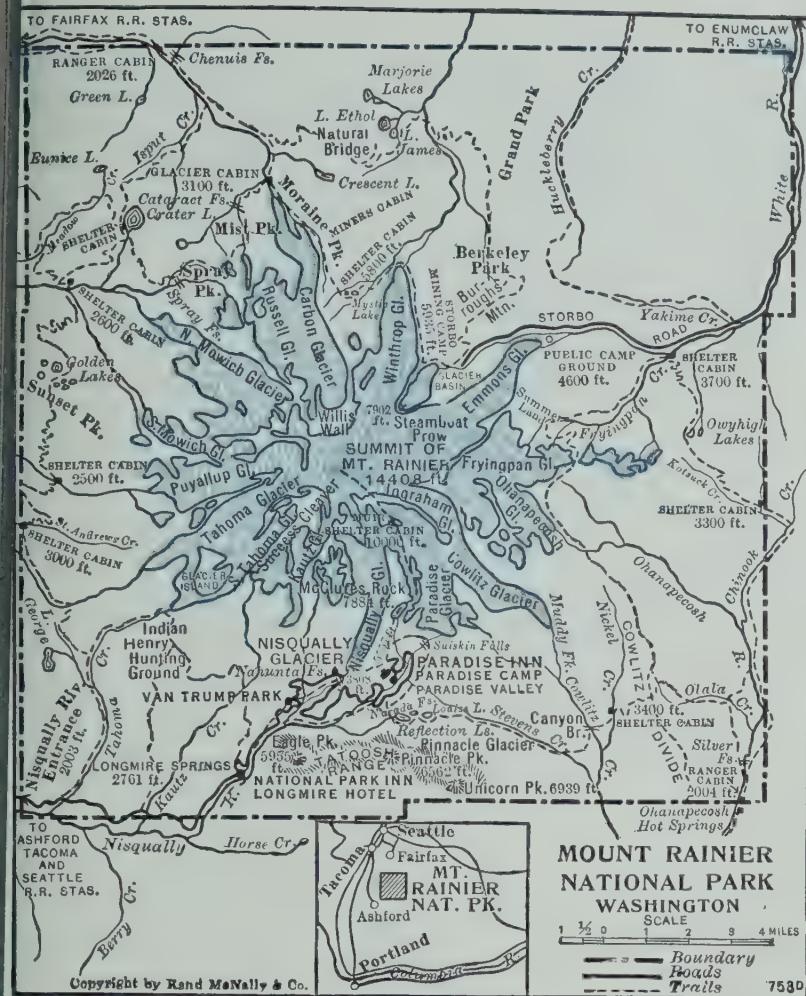
The return trip to the city through the village of Kimberly, past a million-dollar sugar factory and the gigantic crusher plant which grinds the lava rock used to construct the hard-surface roads in this section

brings the visitor back to his train or hotel after a tour of forty spectacular miles.

Blue Lakes farm is about three miles from the city of Twin Falls and is conveniently reached by good roads, the approach from either canyon brink being by a graduated dugway to the river level. The farm derives its name from the deep, enchanting blue of the waters of numerous small spring lakes scattered over its area; various species of trout may be clearly seen swimming in the cool waters. If one be properly vouched for by "a friend at court," the privilege of fishing in these lakes may be enjoyed. The farm, situated directly beside the Snake River, with sheer lava cliffs towering high on either side, is one of the most remarkable agricultural tracts in the West.

If the traveler is going westward to the Pacific Coast, the late afternoon train from Twin Falls affords the best connection with the through train at Minidoka. If traveling eastward, he may remain over night, taking the first morning train for direct through connection to eastern points.

From Shoshone, forty-nine miles west of Minidoka, one may journey up the Ketchum branch through the charming Wood



Climbing Glacier on Pinnacle Peak, Mt. Rainier National Park

River country to Hailey and Ketchum, with the Hailey, Clarendon, and Guyer Hot Springs resorts adjacent. The town of Hailey is near beautiful Wood River, and provides possibilities for days or weeks of restful sojourn.

Boise, the capital and largest city of Idaho, is now on the main line of the Union Pacific. The branch line to it from Nampa has been recently extended to Orchard and this entire section converted into the main line for through passenger traffic. The new construction work, including a beautiful new station of Spanish and Italian architecture at Boise, cost approximately \$3,200,000. Boise, delightfully situated in a valley famed for its fruit growing, is essentially a "home" city, provides first-class hotel facilities, and merits a stop-over of several days. Much of its heat is obtained from natural hot springs, which also supply the Natatorium, one of the finest bathing pools in the West.

From Boise, one may visit the great Arrowrock Dam and Reservoir by automobile over a splendid scenic highway recently completed. Arrowrock Dam, the highest in the world, was built by the Government at a cost of \$4,600,000. It is of concrete

construction, and measures 348.6 feet from bedrock to the driveway which surmounts its crest from canyon rim to canyon rim. There are twenty-two openings in the dam, each fifty-four inches wide, and placed in two tiers of eleven each. The upper openings are one hundred and fifty feet above the river bed, and when the water passes through them, it roars down in a great cascade, which displays a hundred rainbows in the mist it produces. The lower openings are sixty-two feet from the river bed. All of these tubes together can discharge twenty thousand cubic feet of water per second. Two hundred seventy thousand acres of land in the Boise Valley owe their high productivity to this vast undertaking, the consummation of which necessitated the building by the Government of a twenty-two mile railroad which was dismantled after the completion of the dam. Arrowrock Dam and Reservoir are well worth a visit from the passing traveler. Most of this section of Idaho adjacent to Boise and Nampa is under irrigation and is an example of how a wilderness may be transformed into a blossoming garden by artificially supplementing the rainfall during the growing season. A short stop-over at Boise should

afford the traveler one of the most pleasant incidents of his itinerary.

For the traveler who has three or four extra days at command, a trip to Payette Lakes is recommended. From Nampa, a city of 8,000 people, with comfortable hotels and modern buildings including a new railway station, a branch of the Union Pacific System winds through a canyon down which tumble the white waters of the Payette River, past pine and fir clad hills, through restful green fields to one of Idaho's most appealing mountain resorts. Here are two lakes, cold and crystal clear, joined by a narrow strip of water which gives them the form of a somewhat distorted figure eight. There are only thirty-five miles of shore line at Payette Lakes, but each mile unfolds distinctive beauty. On every hand, towering giants of the forest stand sentinel almost at the water's edge. In the distance, through vistas in the timber, may be seen the white-crowned summits of rugged peaks. There is sport at Payette Lakes for every taste—canoeing, motor boating, fishing, and golfing. The visitor will know again the tingle of red blood that comes with a plunge in the cool, clear waters in the early morning, and as the afternoon glow fades behind the hills, he will breathe the fragrance of the pines and drift into restful slumber. The trip from Boise to Payette Lakes by rail requires seven hours in each direction.

Oregon

At Huntington the journey begins to reach into the heart of the great Northwest. The Powder River Valley, with Baker as its municipal nerve center, is the first Oregon milepost. Then follows a climb over a spur of the Blue Mountains into Grande Ronde Valley, where the city of La Grande presides commercially. Some nine

miles east of that point a large building is noted at the base of a rocky bluff on the south. This is the celebrated Hot Lake Sanatorium, widely renowned as a health resort, and with hot mineral springs of one hundred ninety-six degrees temperature.

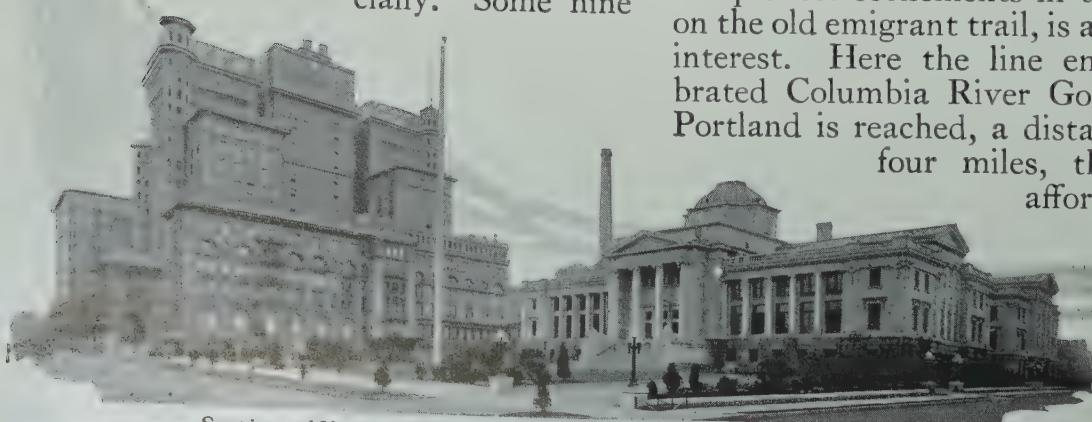
From La Grande a branch line leads northward through the fertile Grande Ronde and Wallowa valleys to Joseph. This is the route to picturesque Wallowa Lake, high up in the Wallowa Mountains where an attractive summer resort stands. Westward from La Grande another spur of the Blue Mountains is traversed. Then the rails lead down into the Umatilla country, through a large reservation of the Umatilla Indians and one of the finest and most fertile wheat districts of the Inland Empire, of which it forms a part.

From Pendleton, the home of the famous "Round-up," a branch line leads northwest through the Inland Empire to Spokane. An attractive, populous city on this route is Walla Walla, one of the oldest settlements in the Northwest. Thence a branch leads westward through the Yakima Valley to Yakima, in a rich irrigated farming district. Lewiston, Moscow, and the noted Coeur d'Alene mining district, in Idaho, are reached by Union Pacific System branches from the line to Spokane.

The famous Columbia River begins to engage the attention at Messner and for the next five or six hours affords scenes of absorbing interest. At Heppner Junction, Arlington, Biggs, and Sherman, branch lines lead southward into the heart of Oregon. Just west of the junction point at Sherman, car-window spectators may observe the Celilo canal, built by the government to promote water traffic around the falls of that name, at a cost of some five million dollars.

The thriving city of The Dalles, one of the pioneer settlements in the Northwest, on the old emigrant trail, is a place of much interest. Here the line enters the celebrated Columbia River Gorge, and until Portland is reached, a distance of eighty-four miles, the traveler is afforded successive

panoramas of the sublime scenery described in other chapters of this publication.



Section of Vancouver, B. C. Business District



Old Faithful Geyser, in Yellowstone National Park



Turnagain Arm, on the Alaska Railway

From Portland the System Lines have double-track facilities northward to Puget Sound, terminating at the great seaport, Seattle. At Centralia a branch line extends to Grays Harbor, Aberdeen, and Hoquiam, through a marvelously wealthy section of timber and agricultural country. At Chambers Prairie a short branch line leads to Olympia, the capital of Washington, at the head of Puget Sound. From this point to Tacoma the line follows an arm of Puget Sound that reveals a stretch of marine and mountain scenery unexcelled for picturesque beauty.

Portland is the point of embarkation for luxurious steamship service to San Francisco. From Portland, also, one may journey as far southward as inclination prompts over "The Road of a Thousand Wonders," the Shasta route of the Southern Pacific Lines to California.

Take The Union Pacific System to The Pacific Northwest

If you would enjoy your trip to the Pacific Northwest to fullest extent, select the Union Pacific—the route that offers the most satisfactory service and the most varied scenery.

Since its completion, fifty-six years ago, the Union Pacific has been pioneer and

leader in every form of transportation improvement.

All of the main line between Omaha and Granger is double track.

All of the main lines are protected by automatic safety signals.

The Union Pacific road-bed is ballasted with many million tons of Sherman gravel, noted for cleanliness and resiliency.

Grades and curves have been reduced by digging deep cuts and building immense embankments, and all bridges are of durable steel and concrete.

Union Pacific trains, drawn by powerful locomotives, carry the best equipment designed, including the latest improvements in comfort, luxury and safety. Union Pacific dining car service is of the highest excellence, and is reasonable in price.

The Union Pacific operates fast through trains from Chicago, via Omaha, to Portland, and from St. Louis, via Kansas City and Denver, among them the Portland Limited and the Continental Limited. Direct connections are made in Portland Union Station for Seattle, Tacoma, and British Columbia. All through tickets reading via Union Pacific from or through Grand Island, Nebr., to Granger, Wyo., or beyond, will, at the option of the passenger, be honored over the direct line via Chey-

enne, or via Julesburg to Denver, thence to Cheyenne, or via Cheyenne, Denver and Cheyenne. Holders of summer and all-year tourist tickets reading through from Salina, Kas., Grand Island, Neb., or east thereof via Union Pacific to Granger, Wyo., or beyond will be granted side-trip, Denver to Colorado Springs and return, without additional charge. Side-trip may be secured when ticket is purchased or from ticket agent of the Union Depot or Union Pacific System City Ticket Office at Denver, Colo.

Denver, in addition to its superb mountain parks, is the gateway to scores of picturesque resort regions in the Colorado Rockies, and to the unspoiled beauty of the Colorado National Forests. It is the gateway also to Rocky Mountain National (Estes) Park, which includes the finest grouping of mountain scenery in the state. Stop-overs are permitted on one-way tickets for side-trip to Rocky Mountain National Park and on round-trip tickets within limit. A visit to this great national park may easily be combined with the trip to the Pacific Northwest.

Through Wyoming and over the Continental Divide there is a continual succession of impressive panoramas. In Echo and Weber canyons, through which the Union Pacific penetrates the Wasatch Mountains, the deep, winding gorges lie four thousand feet below the enclosing peaks.

Tickets to the Pacific Northwest, reading via Union Pacific System from or through Cheyenne, Wyo., through Pocatello, Ida., will also, at the option of the passenger, be honored via the direct line from Granger or via Ogden and Pocatello. Side-trip to Yellowstone National Park may be quickly and conveniently made from Ogden or Pocatello.

Stop-overs are permitted on one-way, tickets at Ogden, Salt Lake City, Portland, Tacoma and Seattle on deposit of ticket with ticket agent, and at Pocatello for side-trip to Yellowstone National Park, also on round-trip

tickets within limit. A side-trip from Ogden to Salt Lake City and return is given without additional charge on all one way and round-trip tickets (except Home-seekers' Excursion tickets) reading from or through Cheyenne or Denver to or through Cobre, Nev., or Pocatello, Ida., when routed via Union Pacific between Denver or Cheyenne and Ogden or Pocatello.

Salt Lake City is a city of marked charm and individuality, at the base of the rugged Wasatch Mountains. Perhaps the chief features of interest are the magnificent Mormon Temple and the Tabernacle (in which free recitals on the superb organ are given daily except Sunday), the Deseret Museum and Great Salt Lake. No one should miss bathing in the unbelievably buoyant waters of the lake at Saltair Beach, fourteen miles west of the city, and reached by fast electric cars. A few miles from Ogden is Ogden Canyon, a deep, precipitous gorge in the Wasatch Mountains, connected with the city by electric car service; delicious trout and chicken dinners are served at the Hermitage, a rustic hotel in the canyon.

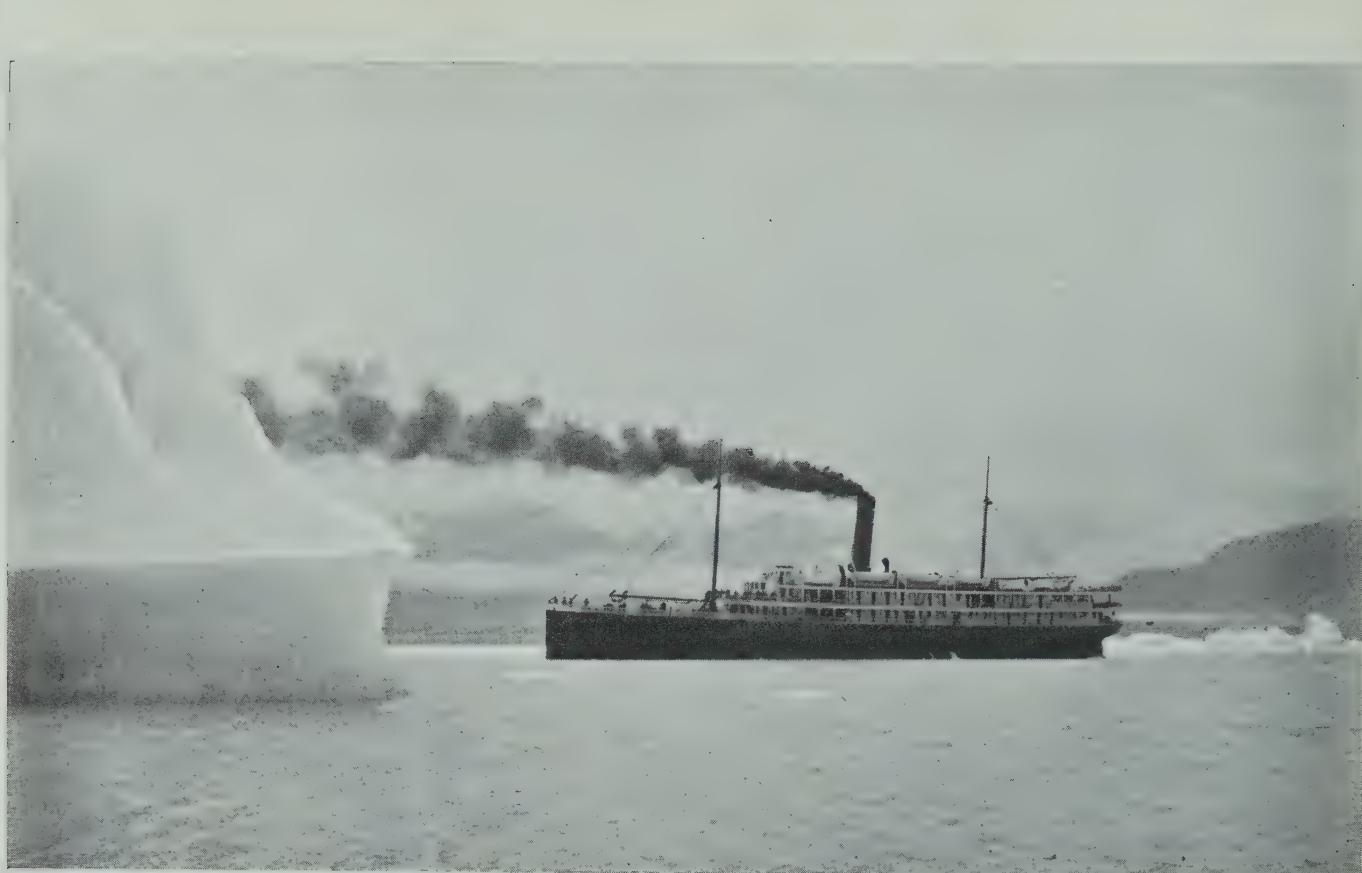
From Salt Lake City a side trip may easily be made via Cedar City, the Gateway, to Zion National Park, Bryce Canyon and Cedar Breaks, a galaxy of great scenic spectacles in Southern Utah which have but recently been opened to comfortable travel. Zion Canyon is a profound gorge, created by the forces of erosion. Its immense walls and precipitous buttes are painted with the colors of blood, fire and snow. Bryce Canyon is a giant amphitheatre filled with myriads of indescribably weird formations, all a mass of gorgeous color. Cedar Breaks is a series of vast basins with great labyrinths and countless architectural forms, and is perhaps even more colorful than the others. Optional side trip may be made to Kaibab Forest and North rim of Grand Canyon.

Tickets, Berths and Itineraries

Any Union Pacific representative listed on page 45 will gladly furnish you full information concerning routes, train service, railroad and sleeping car fares, stop-over privileges and other matters pertaining to your trip. His knowledge of travel conditions may simplify some of the little

problems incidental to your journey; he will make your sleeping car reservations and help

Yachting near Seattle, a Favorite Pastime



Muir Glacier, Alaska

you prepare an itinerary that will, at minimum cost, include a maximum of attractive sight-seeing.

Special Tours to Yellowstone and Rocky Mountain National Parks

If you wish a real, care-free two weeks' vacation in these two great national parks, our Department of Tours can provide your requirement. At moderate cost, and with each detail affecting your comfort arranged in advance, these tours leave Chicago every Thursday, Saturday and Monday, beginning June 18th and continue throughout the Yellowstone Park season, escorted by a courteous, well informed travel representative.

Such a tour is a real vacation because the escort eliminates every vexatious element by arranging for tickets, sleeping car and hotel reservations, baggage, transfers,

sight-seeing guides, side trips—and leaves you free to sit back and enjoy every minute of your vacation.

The tour gives you approximately 500 miles of delightful motor travel, including special sight-seeing trips in Denver and Salt Lake City.

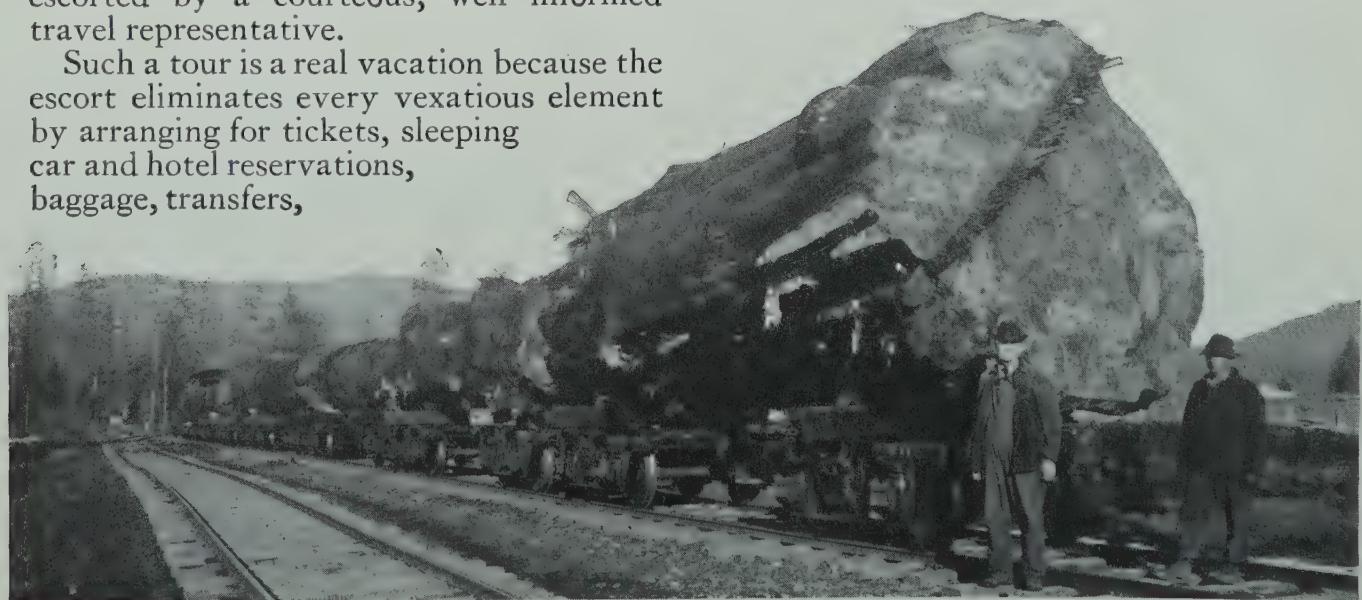
For Complete Information Apply to

C. J. COLLINS,
Manager Department of Tours

Maintained by
Chicago & North Western Railway
and
Union Pacific System

148 South Clark St.

Chicago, Ill.



There Are a Trillion Feet of Standing Timber in the Pacific Northwest

Representatives of the Union Pacific System

Aberdeen, Wash.	3-4 Union Pass'r Sta., K and River Streets	F. E. STUDEBAKER, Dist. Freight and Passenger Agent
Astoria, Ore.	Union Pacific System Wharf	G. W. ROBERTS, District Freight and Passenger Agent
Atlanta, Ga.	1232 Healey Building	W. C. ELGIN, General Agent
Bend, Ore.		E. H. McALLEN, Traveling Freight and Passenger Agent
Birmingham, Ala.	742 Brown-Marx Bldg., First Avenue and Twentieth Street	J. H. DOUGHTY, General Agent
Boise, Idaho	823 Idaho Street	JOEL L. PRIEST, General Agent
Boston, Mass.	207-8 Old South Bldg., 294 Washington Street	WILLARD MASSEY, General Agent
Butte, Mont.	229 Rialto Bldg., 4 South Main Street	HENRY COULAM, General Agent
Cheyenne, Wyo.	Union Pacific Station	O. B. STAPLETON, Ticket Agent
Chicago, Ill.	1421 Garland Bldg., 58 E. Washington St.	G. R. LEMMER, General Agent, Passenger Department
Cincinnati, Ohio	704 Union Central Bldg., Fourth and Vine Streets	W. H. CONNOR, General Agent
Cleveland, Ohio	941 Union Trust Bldg., 925 Euclid Avenue	J. STANLEY ORR, District Passenger Agent
Council Bluffs, Ia.	37 Pearl Street	W. H. BENHAM, General Agent
Dallas, Texas	909 Magnolia Bldg., Commerce and Akard Streets	H. B. ELLER, City Ticket Agent
Denver, Colo.	601 Seventeenth Street	JULIAN NANCE, General Agent
Des Moines, Ia.	407 Equitable Bldg., Sixth and Locust Streets	W. K. CUNDIFF, Assistant General Passenger Agent
Detroit, Mich.	508 The Free Press Bldg., 127 Lafayette Boulevard, West	D. M. SHRENK, General Agent
Fort Collins, Colo.	Union Pacific Station	A. R. MALCOLM, General Agent
Fresno, Calif.	207-8 Rowell Bldg., Tulare Street and Van Ness Avenue	L. B. WHITEHEAD, Passenger and Ticket Agent
Glendale, Calif.	129 South Brand Boulevard	T. F. BROSNAHAN, General Agent
Hollywood, Calif.	Christie Hotel, 6732 Hollywood Blvd.	C. A. REDMOND, City Passenger Agent
Kansas City, Mo.	805 Walnut Street	W. L. RAMBO, City Pass'r and Tkt. Agent
Leavenworth, Kan.	Union Station, Main and Delaware Streets	SETH C. RHODES, General Agent, Passenger Department
Lewiston, Idaho	224 Breier Building	A. E. MARTEY, General Agent
Lincoln, Neb.	204 North Eleventh Street	H. J. BERGER, Traveling Freight and Passenger Agent
Long Beach, Calif.	120 West Ocean Boulevard	A. D. GRANT, General Agent
Los Angeles, Calif.	221 South Broadway	R. W. SMOCK, General Agent
		J. CRUICKSHANK, General Agent, Passenger Department
Milwaukee, Wis.	1205 Majestic Bldg., 221 Grand Avenue	A. T. JACKSON, District Passenger Agent
Minneapolis, Minn.	618 Metropolitan Life Bldg., 125 South Third Street	E. G. CLAY, General Agent
New Orleans, La.	1001 Carondelet Bldg., 226 Carondelet Street	E. H. HAWLEY, General Agent
New York, N. Y.	309-10 Stewart Bldg., 280 Broadway	R. A. PETERS, General Agent
		J. B. DEFRIEST, General Agent
Oakland, Calif.	409 Henshaw Bldg., 433 Fourteenth Street	I. W. CARTER, District Passenger Agent
Ocean Park, Calif.	149 Pier Avenue	JAMES WARRACK, General Agent
Ogden, Utah	214 David Eccles Bldg., 390 Twenty-fourth Street	S. C. FROST, District Freight and Passenger Agent
Omaha, Neb.	1523 Farnam Street	W. H. CHEVERS, General Agent
Pasadena, Calif.	395 East Colorado Street	L. BEINDORFF, General Agent, Passenger Department
Philadelphia, Pa.	508 Commercial Trust Bldg., 15th and Market Streets	F. H. ADAMS, General Agent
Pittsburgh, Pa.	216 Oliver Bldg., Smithfield Street and Sixth Avenue	F. L. FEAKINS, General Agent
		JOHN D. CARTER, General Agent
Portland, Ore.	628-37 Pittock Block, 385½ Washington Street	EDWARD EMERY, District Passenger Agent
Redlands, Calif.	14 Cajon Street	L. E. OMER, City Passenger Agent
Reno, Nev.	200 Nevada State Life Bldg., Second and Center Streets	W. H. PETTIBONE, City Freight and Passenger Agent
Riverside, Calif.	Glenwood Mission Inn, 680 Main Street	F. D. WILSON, General Agent
Sacramento, Calif.	221 California Fruit Bldg., 1006 Fourth Street	F. E. MIDDLETON, General Agent
St. Joseph, Mo.	302 Bartlett Trust Bldg., Frederick Ave. & Felix St.	C. T. SLAUSON, General Agent
St. Louis, Mo.	3053 Railway Exchange Bldg., 611 Olive Street	S. E. STOHR, Gen'l Frt. & Pass'r Agt. St. J. & G. I. Ry.
Salt Lake City, Utah	Hotel Utah, Main and South Temple Sts.	J. L. CARNEY, General Agent
San Diego, Calif.	Fourth and Plaza Streets	E. A. SHEWE, District Passenger Agent
San Francisco, Calif.	673 Market Street	C. C. JEWETT, General Agent
San Pedro, Calif.	101 West Seventh Street	H. A. BUCK, District Passenger Agent
Santa Ana, Calif.	305 North Main Street	J. V. CARROLL, District Freight and Passenger Agent
Seattle, Wash.	201 Union Station, 4th Ave. & Jackson St.	C. S. BROWNE, General Agent
	1405 Fourth Avenue	W. H. OLIN, Ass't General Freight and Passenger Agent
Spokane, Wash.	727 Sprague Avenue	H. A. LAWRENCE, General Agent, Passenger Department
Tacoma, Wash.	106 South Tenth Street	F. H. HOCKEN, District Freight and Passenger Agent
Toronto, Ontario	201 Canadian Pacific Bldg., 69 Yonge Street	WM. CARRUTHERS, District Freight and Passenger Agent
Walla Walla, Wash.	Baker Bldg., Main and Second Streets	GEO. W. VAUX, General Agent
Whittier, Calif.	Union Pacific System Passenger Station	W. J. LEONARD, District Freight and Passenger Agent
Yakima, Wash.	Union Pacific Bldg., 104 West Yakima Ave.	G. B. KENNARD, City Freight and Passenger Agent
		H. M. WEST, Dist. Frt. and Passenger Agt.

W. H. MURRAY
General Passenger Agent
OMAHA, NEB.

D. S. SPENCER
General Passenger Agent
SALT LAKE CITY, UTAH

WM. McMURRAY
General Passenger Agent
PORTLAND, ORE.

T. C. PECK
General Passenger Agent
LOS ANGELES, CAL.

JOHN L. AMOS
Assistant Traffic Manager
Deseret News Bldg.
SALT LAKE CITY, UTAH

A. S. EDMONDS
Assistant Traffic Manager
PORTLAND, ORE.

MARIUS de BRABANT
Assistant Traffic Manager
LOS ANGELES, CAL.

A. V. KIPP
Assistant Traffic Manager
415 Monadnock Bldg.
SAN FRANCISCO, CAL.

W. S. BASINGER, Passenger Traffic Manager, OMAHA, NEB.

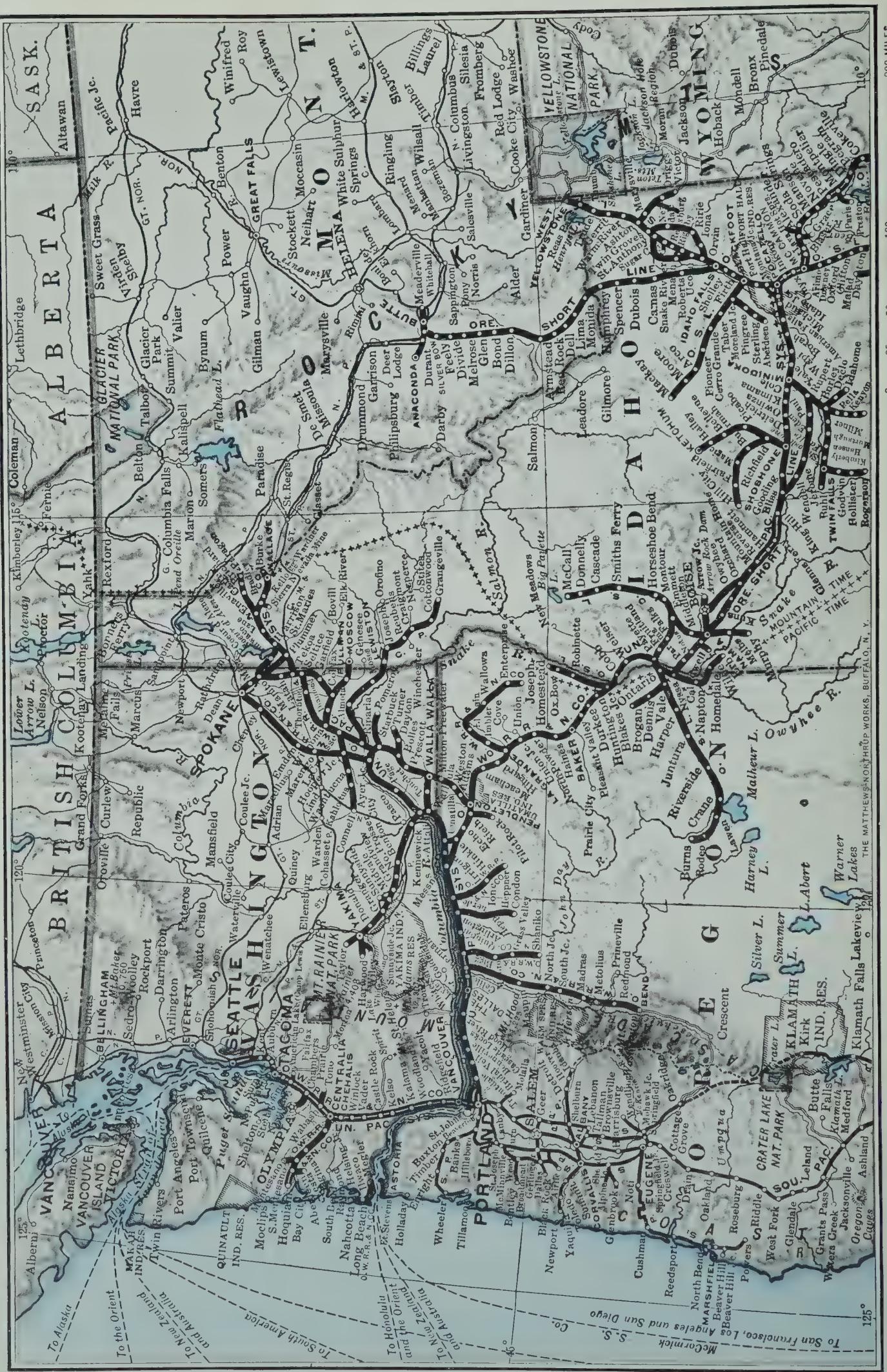
Union Pacific System Publications

The following publications, attractively illustrated (some in natural colors) and containing useful travel information and authentic descriptions, may be obtained on application to any Union Pacific System representative listed above.

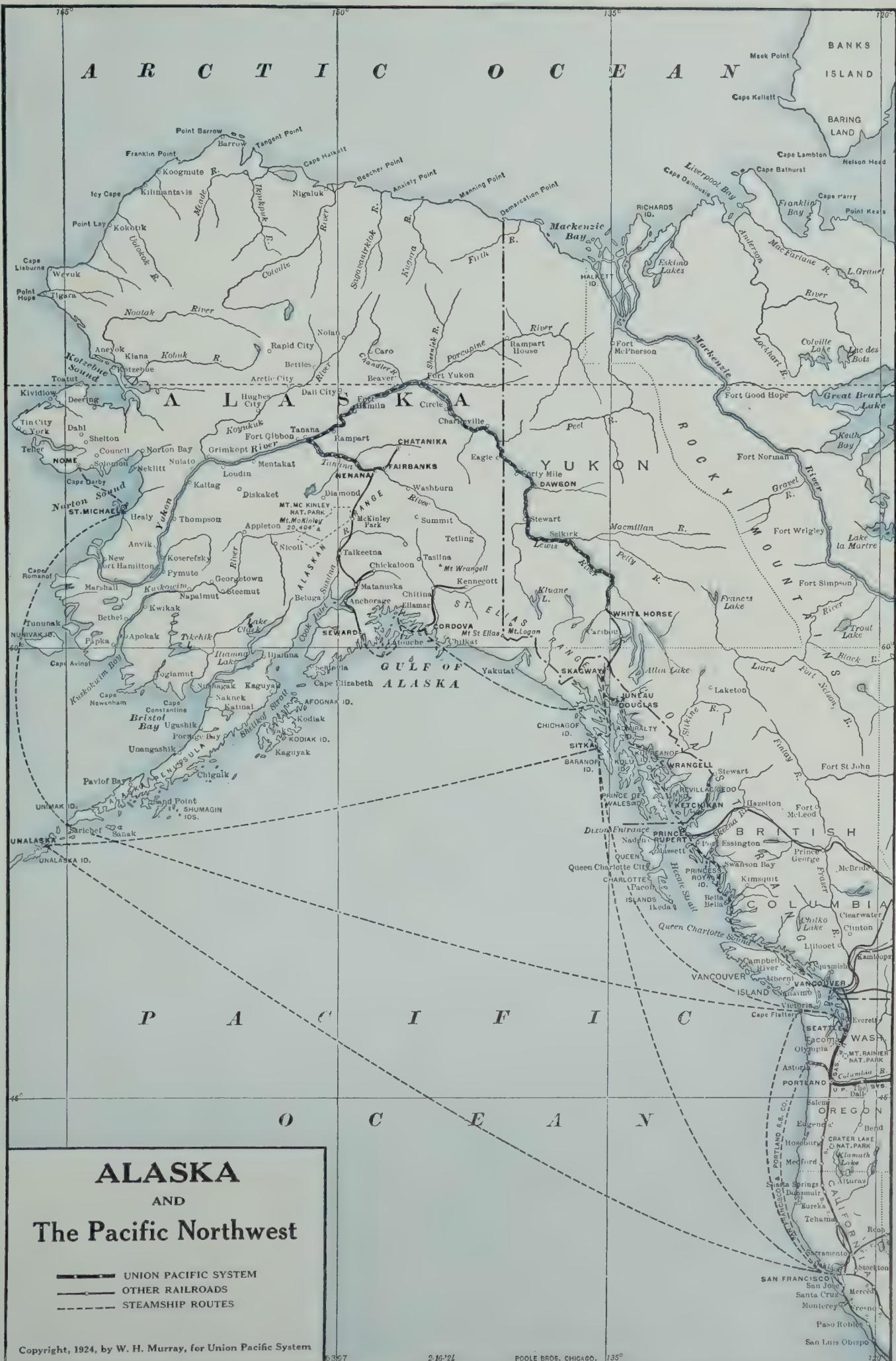
Zion National Park, Bryce Canyon
California
Yellowstone National Park
Colorado Mountain Playgrounds

Dude Ranches Out West

Utah-Idaho Outings
Along the Union Pacific System
Southern California
Folder Map of the United States



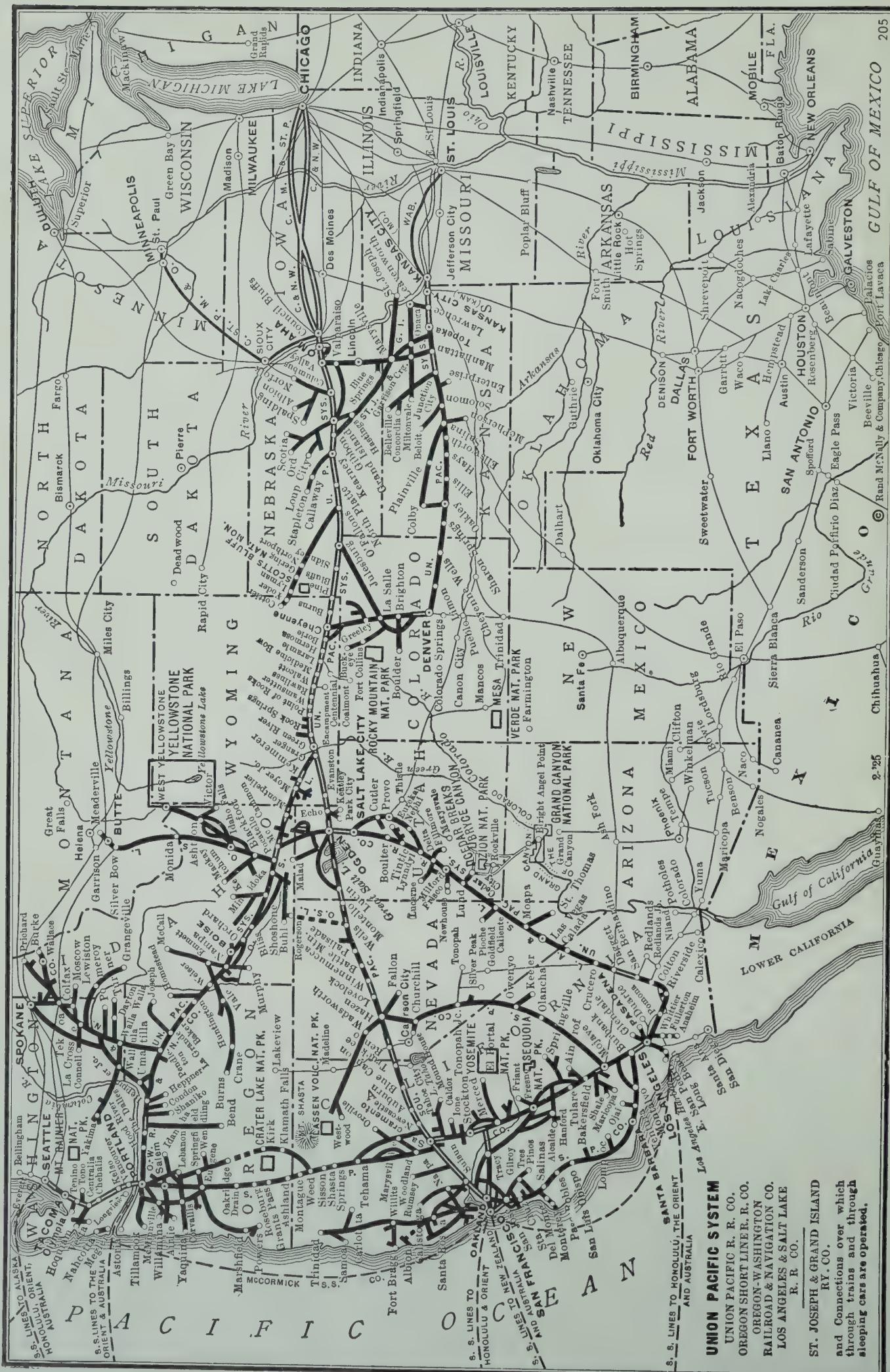
The Great Pacific Northwest



ALASKA AND The Pacific Northwest

— UNION PACIFIC SYSTEM
— OTHER RAILROADS
- - - STEAMSHIP ROUTES

Copyright, 1924, by W. H. Murray, for Union Pacific System



LIBRARY BOREAL INSTITUTE

Bryce Canyon and Scenic Southern Utah

S P E E C H O F HON. LOUIS C. CRAMTON O F M I C H I G A N

Delivered over the radio in Washington, D. C., upon the invitation of the American Automobile Association, Thursday, April 17, 1924

Printed in the CONGRESSIONAL RECORD of Friday, April 18, 1924, by request of

HON. DON B. COLTON O F U T A H

Mr. COLTON. Mr. Speaker, last night Hon. LOUIS C. CRAMTON, of Michigan, delivered an address over the radio in Washington, D. C., upon invitation of the American Automobile Association, giving a description of Bryce Canyon and other scenic wonders in southern Utah. This speech so impressed me that under the leave granted to extend my remarks I shall submit the speech delivered by Mr. CRAMTON, which is as follows:

BRYCE CANYON AND SCENIC SOUTHERN UTAH

"Scenic Southern Utah" seems too ordinary a phrase, entirely inadequate, to designate that great region of Nature's wonders through which I traveled last summer for nearly three weeks by motor and on horseback in company with Congressman DAN ANTHONY, with A. E. Demaray, of the National Park Service, as our chaperone, guide, and comforter. Cedar Breaks, Zion Canyon, the Kaibab Forest, the North Rim of the Grand Canyon, Bryce Canyon, Fish Lake, Capitol Gorge, the mighty Colorado, the Natural Bridges—these are the headline attractions, but every mile of the route we traveled, 1,200 by auto and 150 on horseback, the latter being much the longer, has its appeal to the eye and to the imagination.

Reaching Cedar City the last day of June by the Union Pacific, the journey began with a view of Cedar Breaks, a fit prologue for the trip. Ten minutes will not suffice to tell of 20 days, 1,400 miles, of travel in the midst of the world's masterpieces—Zion Canyon, where the Makuntuweap River cuts through the Vermilion Cliffs, 3,000 feet in depth, narrowing to a gorge 50 feet wide, where flows the stream beneath overhanging walls of high rock; the Kaibab Forest,

refuge of thousands of deer, hundreds of which you see coming into the open park spaces to graze at sunset; the North Rim, where you may look out over the Grand Canyon of the Colorado; the Capitol Gorge through which runs the motor road, its richly colored rocky walls rising precipitately several thousand feet and leaving a roadway, at times no more than 15 feet wide; the Natural Bridges, greatest spans over space produced by nature, three in number, the Carolyn, the Augusta, and the Edwin; the Augusta with its span of 261 feet and height to the bottom of the arch 157 feet, and to the top 222 feet, its arch 28 feet wide and 65 feet thick, symmetrical and imposing, the largest natural bridge in the world, a 15-story building would stand beneath it; the Edwin, said to be the oldest, the perfect bridge, over which the automobile road, when it comes, will cross, its arch having a span of 194 feet with an elevation of 108 feet, the bridge being only about 10 feet thick at its middle point and 25 feet wide, which geologists say a few more centuries may see worn away to destruction, but its grace and beauty now preeminent. Fifty miles of hard going through desert, mountain, and forest brings you to Blanding, through the scenes of the last Indian uprising in this country, that of 1923 when Old Posey met his death. Sixty miles more by motor would take you to the Denver and Rio Grande railroad but our route was 176 miles to the Mesa Verde National Park and its wonderful ruins of the cliff dwellers. Time will come when a good motor road will open all this to the tourist and his flivver, with great unexplored areas for rougher side trips.

This rapid outline of the other wonders of this region must now suffice while I give my time to Bryce Canyon, so aptly termed by Prof. Frederick Pack of Utah University as Nature's "most delicate jewel."

An amphitheater 3 miles across and 500 feet deep, eroded result of countless ages, a forest of vermillion pinnacles, its forms fantastic, bizarre, and again as regular as the fashioning of mortal architect, it is not outclassed by any other spectacle that nature affords. It quickly won my enthusiasm, and in my short stay I paid constant tribute to its everchanging moods of beauty as hour by hour the daylight and darkness, the sunshine and shadow, by sun and moon and under the stars alone, marshaled each their own charms.

I want to tell you my impressions of the canyon as from its rim I saw the full succession of its inspiring contrasts, its richly beautiful panorama—by the glare of day, with the passing of the sun, in the dim starlight, at the rising of the moon at midnight, and at the dawning of another day. The ordinary schedule of my waking and sleeping was shattered, but that does not matter if you have but a day at Bryce. The maze of forms and outlines in the canyon gives fancy free rein

and you are thrilled not only by what the eye perceives but by what it "half creates" as well, as Wordsworth has it.

Sit with me here near the chasm's brink as the sun drops low. Before you fancy presents to you the city beautiful, the myriad forms left in the disorder of chance after centuries of erosion resolve themselves into something planned; you seem to see before you in the late afternoon sun, striking directly upon the face of pillars and walls before you, stretching 3 miles across the canyon, the quiet of a great city at rest. Above is Table Cliff Plateau. Far to the left in dignified inaccessibility the old fortress, impregnable with its sheer walls. In the center, far before you, the hill crowned by an ancient Acropolis. To the extreme right the great cathedral, with its two impressive bell towers equal in height. Filling in the picture are the buildings and streets, parks, and passageways of a metropolis. The buildings, all of the pastel shades of Mediterranean towns of Spain or Italy—light red, pink, cloudy white. Streets and parks lined with the green of many actual living trees, fir and pine. The architecture is all in harmony. Great buildings rising hundreds of feet, passageways, sometimes but a few feet wide, separating one structure from another, but the walls erect and accurate, story upon story. From Acropolis Hill see how the grade drops rapidly to the waterless river bed which is parked so plentifully with trees on either side of the watercourse. Rising then abruptly to the right from the river are vermilion cliffs, where the palace of the king appears, surrounded by great turreted walls, a steep approach leading to the castle itself, nestling close against the barren cliff.

There is no sound; no smoke arises; nothing in motion but the circling cliff swallow. It is simply the ideal of fancy.

The sun has gone. Darkness falls closer and deeper and the fine tracery of the architecture dims from sight, only the lighter shades of some of the buildings holding prominence. Still you can see the great commanding outline of the fortress and in the center the white of the crowning Acropolis. The swallows no longer are flying about. The fancied forms and figures that intrigue the imagination by day are no more. The carving and architecture that would give form to the eternal city of revelations have disappeared. There are no tones, no lights from below; only the splashes of white upon the dark background, set off with darker markings of the tree areas. The city of fancy is asleep.

At midnight we cautiously approach again the rim and watch, while far in the east over Acropolis Hill a glow enriches the horizon. Soon a silver point comes to view, like a star of hope for the darkened city. Rapidly rises the majestic moon that whitens the night and brings out formless shapes of the city but does not lighten. It mounts to the heavens and the city to the west of us reflects it dimly. It is a

spectral city, and the watcher under the rays of moon, the million wonders of the Milky Way, and all the stars overhead, comes to imagine an occasional moving light in the tenantless homes. But there is nothing in the city but night.

Up again and to the watcher's post; the day is dawning. A rosy hue in the east; an orange glow over Table Cliff Plateau; to the right a group of clouds which simulate a snowclad range of peaks for a time and then revert to cloud banks, reflecting rosy tints, as mounts the orb of day. His majesty enters as he has for eons of time. His rays strike the cliffs at our feet, and the reflected light illumines the nearer yellow shapes. The shapes of imagery fall away to the outlines of actuality. The swallows soar and circle, basking in the sunlight. Far toward the sun great white pillars, enriched with reflected light, seem translucent.

See Cushing Point far to the right. And note how the castle wall is buttressed at regular intervals. To the left a great forest of spires. Commanding all the fortress in the distance, its perpendicular stockade of pillars, the steep incline, the wall itself rising direct to the level plateau.

Before you now in glare of day is a prehistoric city of Babylonish splendor. It seems to have been covered with the sands of ages and appears now as if largely revealed by recent excavations still to be completed, banks of earth still in part enshrouding edifices and walls, the impression mounting that further beauties are yet to be revealed.

Far in the east you see the modern Utah town of Tropic, surrounded by its fertile green fields, a touch of reality to bring fancy back to earth. But the spell of Bryce Canyon hangs long in your memory.

99974—804

JAN 29 '79
APR
'84

457

Par. 628 (265) 1 (249)

LIBRARY
BOREAL INSTITUTE

University of Alberta Library



0 1620 0335 9765